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MAGAZINE OF THE AMERICAN MOTORCYCLIST ASSOCIATION

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AMERICAN MOTORCYCLIST

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Three teams gather at the famed Bonneville Salt Flats, each with an exotic land-speed streamliner motorcycle, and a 16-year-old record of 322 mph in their sights. Who will break it first? And who will hold it last? Five days tell the story.

39 Ready, Set, Race

If you live for raceday, we've got some news for you. Starting in 2007, the AMA's new Competition Membership program should take some of the hassles out of your race experience.



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Of course you are—you're an AMA member. But we've put together 52 more ways to tell if motorcycling is more than just a passing thing with you. We're guessing several will sound familiar.

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Kawasaki's ZX-6R and Buell's '07 Lightning Long

A superlative Supersport and a handlin' Buell.



Cover: You'd think that 36cc wouldn't make much difference, but after a day on Kawasaki's 636cc ZX-6R at Mid-Ohio Sports Car Course, we discovered otherwise.
Photo by Brian J. Nelson.



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*"If you wreck at these speeds,
you're going to tear some stuff up.
There's no doubt about that."*

—Chris Carr, on the challenge of breaking the
322-mph motorcycle land-speed world record
(see page 32).



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We Hear You

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Keep Up the Good Work!

I would just like to thank you for a great organization, magazine and website. I had a question about a law in my state, and I knew right where to look. Within seconds after logging on to www.AMADirectlink.com, my question was answered.

I am a 17-year member, and this organization just gets better and better. I joined to race motocross at the age of 17 and have appreciated your work ever since. I have always been an off-road rider, but this year, I am finally going to get the streetbike I've always dreamed of. Thanks to the MSF course and reading so many "Crash Course" tips, I know I will be much better prepared

to handle the many challenges of riding on the street.

Michael Blinne
AMA No. 121989
Palm Bay, FL

Smart Cars for Stupid Drivers?

If Bill Wood wants to understand why Europeans cultivate driving expertise, while Americans seem to stop at the most minimal competence ("Perspective," September issue), I suggest you pay more attention to the way cars are advertised.

Start with the new ad for the (German-made!)

Volkswagen Jetta—you know, the one in which the driver is yakking with his passenger, taking his eyes off the road, when a pickup truck backs out of a driveway. Boom! Airbags deploy, and when the picture fades back in we see the two idiots, unhurt, standing by the wreckage of the car as the slogan fades in: "Safe Happens."

In other words, don't bother paying attention to your driving; the car will protect you when (not if) you crash. It seems to me that Americans simply prefer to put their trust in gadgets—air bags, crumple zones, ABS, four-wheel-drive—rather than in driver competence.

In other words, **the car will protect you when (not if) you crash.**

I think this is the result of three decades of government policy that stressed safety devices over education. Think about it—when was the last time you saw a major government or industry safety initiative that actually tried to make people better drivers? The last one I can recall is the rise of self-funded motorcycle rider-ed programs—and in many cases, the motorcycling community forced these programs upon unwilling governments.

Dan Starr
AMA No. 121989
St. Charles, IL

Bad Drivers, Great Racer

Typically I don't write to magazines, but the September issue had two very good articles that I had to comment on. The first was Bill Wood's column, "Perspective."

American drivers will never be as good as drivers in Germany because the U.S. is not generally a country of responsible people. They always want to blame someone else. They don't take the act of driving seriously and always want to blame someone else for their mistakes.

The other article that was very good was, "Mat Mladin Speaks Out." I have always enjoyed Mat's comments, and I believe that they have always been pretty accurate. Everyone thought Kenny Roberts was brash and outspoken, but look what he did for international road racing. Well, I believe that Mat has done the same thing for the AMA Superbike Series.

Steve Brantingham
AMA Life Member No.
287362
Tomball, TX

Start Me Up!

I read with great amusement James Holter's column on electric starters for off-road bikes ("Start me up," September issue).

I rode my 1993 KTM EXC 300 for nine years, then bought an '02 EXC 400. Most of my buds would roll their eyes when I punched the starter.

They were all enlightened one afternoon when we met at a particularly challenging 12-mile loop



Got something on your mind? Send your thoughts to Letters, American Motorcyclist, 13515 Yermoland Dr., Pickerington, OH 43147, or fax our offices at (614) 856-1505, or e-mail us at letters@ama-cycle.org. We reserve the right to edit submissions for clarity and brevity.



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through the southern Mississippi pine forests. We paired off, with the game being to beat your partner while not allowing anyone else catch you.

My friend Troy and I rolled out. He took an early lead, but I got around him when he bobbed on a berm.

He tried to get me back in the next corner. When I went in waaaay hot, hit the brakes and stalled the motor, he slowed and started laughing.

Then I hit the button and was gone. The laughter stopped.

Jim Hillburn

AMA No. 466389

Ocean Springs, MS

Stunting Our Growth

Lately, we have an even more dangerous dragon on our doorsteps than loud pipes: street stunters.

Recently in my local paper, a columnist condemned motorcyclists as reckless and "death-courting," because he saw two sportbike pilots doing highway-speed wheelies through traffic on the New York State Thruway.

One of the causes of such really stupid behavior is the many stunt videos available in motorcycle shops. The wild, on-street stunts, and the lame-brains who glorify them, will bring the government hounds down on us faster than you can say, "open staggered duals."

I'm sorry to say that it's finally time for two-stage licensing for bikes. Too many of these numbskulls are young kids, freshly in possession of bikes way more powerful than their experience should allow.

My Suzuki Bandit 1200 makes about 120 horses. Plenty enough for me—and most, I'd wager.

Greg Webb

AMA No. 458745

You're Superficial!

Apparently, someone was bored and did a superficial Internet search of some motorcycle model names for the September American Motorcyclist ("Hey, nice Covert Warrior," Ignition

section). There are at least two errors.

Honda Rune: While it is true that it may be considered a letter from a pre-Christian alphabet, it could also be a magical symbol or spell. Given the mystical or mysterious connotation is undoubtedly the intention. It is rather doubtful they meant "Rune" in the sense of a Scandinavian poem.

Buell Ulysses: Actually, Odysseus is the Greek hero of Homer's "Odyssey." "Ulysses" is the Latin name for Odysseus. Then again, perhaps Buell is referring to James Joyce's novel, "Ulysses." True, there are many parallels between Joyce's "Ulysses" and Homer's "Odyssey." However, Joyce's version is far edgier than Homer's.

So, unless it came from the marketing department's authoritative source, it would be prudent to have the model name researcher delve a bit deeper.

Russ Jenkins

AMA No. 470869

Medina, OH

The Internet is superficial? Say it ain't so! We're now officially going back to fancy book-learnin'.

Getting Traction

In the September 2006 American Motorcyclist, Bill Wood sounds enthused over BMW's, "industry-first traction control system."

It may be BMW's first traction control system but it's certainly not an "industry first." Honda offered a traction control system 15 years ago on the ST1100. I know—I had one.

Steve Gray

AMA No. 301727

Riverside, CA

Good point, Steve. And oddly, Honda chose not to offer the TCS feature when the ST1100 became the ST1300.

So, while it's not the first, the BMW system will be the only traction control in the motorcycle world that's available to the masses when it's released next year.

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Flat-out on the Flats

Chasing records and the people who make them

I'm flying across the Bonneville Salt Flats, the gas pedal of my rental car smashed flat to the floor.

The needle hovers around 105 mph—in other words, slow by the standards of this place. Salt sprays up from the tires as I head for the table-flat horizon as fast as I can.

Seconds ago, I was panning the camera to capture a few images of Mike Akatiff's incredible dual-Suzuki Hayabusa-engine streamliner motorcycle, launching on its first run of the week at the AMA International Motorcycle Speed Trials by Buh.

With Rocky Robinson at the controls, the bullet-shaped, blue-and-yellow machine was already well over 200 mph and still accelerating hard enough to spin the rear tire when I jumped into the car. Now I'm chasing the dot that was the Top Oil Ack Attack bike, already miles away across the salt.

As a journalist, my goal is to put myself in position to record moments of triumph. But as I watched through the long camera lens while Rocky climbed into the cockpit of Akatiff's machine for his first attempt at the absolute motorcycle land speed record, I knew there was no way I could be there when he climbed back out at the other end.

Capable of reaching speeds on the high side of 350 mph, the Ack Attack machine can run the 11-mile course in little more than 90 seconds. And as I discover, it takes a rental Ford Taurus about three songs on my iPod to cover the same ground.

Luckily, they're really good songs, because they seem to last forever as I cross the ancient lake bed known to land-speed-record junkies as "the great white dino."

You can read how things turned out for Rocky in "Racing for the Record," on page 32. But it's no exaggeration to say that his run was just the start of what may well be remembered as the greatest five days in the history of motorcycle land-speed racing.

This year, three teams converged on the Salt Flats with exotic streamliner bikes hoping to break a 16-year-old record.

Back in 1990, when Dave Campos went 322.149 mph in an Easyriders-sponsored streamliner powered by two Harley-Davidson-based engines, his speed seemed impossibly fast. By the end of this year's speed trials, that mark was just another bit of history.

My Bonneville trip was a fascinating experience, starting with the two-hour drive from the Salt Lake City airport out to the salt flats—a strange and remote landscape that seems otherworldly enough even without 350-mph motorcycles. I left the interstate at a lonesome desert exit, then drove along a two-lane blacktop that ends where a vast expanse of gleaming white begins.

Then I followed the Porta-Johns, lined up as navigational markers about a mile apart, to a makeshift pit city in the middle of the salt.

There, I talked with Mike Akatiff, who designed the Ack Attack, and Dennis Manning, whose "No. 7" streamliner would have dirt-tracker Chris Carr at the controls. Along with Sam Wheeler, owner and rider of the Kawasaki-powered EZ-Hook machine, they had the 322 mph record firmly in their sights.

And when I saw the 11-mile-long straight-as-an-arrow course, I could tell the conditions were perfect. I knew we were in for something very special.

Before I left the flats that afternoon, I called Bill Wood at home and started preparing him for a lot of extra work. I told him that we needed to tear up our plans for this issue so we could get this story in.

"This is going to be history!" I yelled over the 80 mph wind through my open window.

I knew I was asking a lot. I'd get back to the office just days before this issue was scheduled to go to press. In that time, the entire team—James Holter, Bill Kresnak and long-suffering Art Director Cheryl Blair—would have to do all the regular work leading up to our monthly deadline, plus lay out, edit and proof another big story. But I knew they wouldn't have it any other way.

Over the course of the week, the Akatiff, Manning and Wheeler teams far exceeded expectations, producing one of the most amazing motorsports roller-coaster rides in my 10 years at this magazine.

And along the way, I learned that while Mike Akatiff, Rocky Robinson, Dennis Manning, Chris Carr and Sam Wheeler live in the strange world of 350-mph motorcycles, at their core, they're all just gearheads like you and me, who love doing something cool with a motorcycle.

And as I headed back to the Salt Lake City airport when it was all over, I considered myself proud, honored and humbled to have shared the salt with them for five historic days.

Grant Parsons is managing editor of American Motorcyclist.

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Different Strokes

There's rational thought, and then there's our approach

So I was riding my favorite motorcycle to work this morning (they're like kids—I tell each of them they're my favorite). And I was thinking my usual deep, serious, adult-like thoughts.

Today the topic was: How come every motorcycle I own is so wonderful, yet often I'm the only one who realizes it?

Take today's bike, for example (no, I'm not going to tell you what it is, and those who know my motorcycle collection will realize that the following describes several motorcycles in my garage, so that only narrows the field slightly). It vibrates like a cement mixer, sometimes stutters under acceleration like a 14-year-old boy on his first date and looks, even to my eyes, kind of odd.

Naturally, I love it. And if anything, its few, minor character flaws only make me love it more. They are the elements that give it soul.

Why everybody else doesn't see the genius of owning this unique bike is beyond me, but they don't. Believe me—I've seen the sales numbers.

On the other hand, it appears I'm not entirely alone in my strange tastes. The AMA appears to attract people whose idea of the perfect motorcycle is, uh, unique.

Take Dave Hembroff, our new road-riding director. Sure, he likes a lot of bikes, but for some reason known only to Dave and a pretty select group of others, he's got a soft spot for Suzuki's GSX1100G.

Say what? Picture the original GSXR turned into a naked standard, with shaft drive. It's the kind of bike you look at today and say, "Oh yeah, I remember those..."

Bill Wood used to have a thing for Yamaha Visions, the liquid-cooled, shaft-drive 550cc V-twin that lasted a couple of years in the company's lineup in the early '80s (say it with me: "Oh yeah, I remember those..."). Now, he's graduated to Kawasaki KLR650s.

There was another guy around here a few years ago who went even deeper into the hack corner of the vault of obscurity. His passion was Yamaha XV920s. No, not the original Virago, a bike that spawned an entire generation of V Stars. This was a naked standard of the same vintage built around the same motor (don't worry—nobody remembers

this one at all).

James Holter, our competition editor, is a motocross/hare scrambles guy who rides a YZ250F in the dirt. So you can imagine our surprise one day when he walked in and announced that he'd ridden to work on his new street bike—a Harley Electra Glide Classic.

OK, the fact that he got it from his dad probably helps explain the choice, but in his brightly colored off-road helmet and jacket, I'm thinking he'll be particularly easy to spot when he hits the HOG rally circuit.

Rick Ried, our webmaster, has equally quirky tastes in motorcycles. When he started with us six years ago, he was riding a new Triumph Thunderbird Sport. Since then he's gone through his BMW air-head phase (a couple of those), his Royal Enfield phase and his KLR650 phase.

But things got weird even by his standards when he bought a used Kawasaki EX500, then painted it (as in, shake-the-can-until-the-little-ball-rattles) primer gray.

"It's an urban assault weapon," he explained.

Bill Andrews, our photographer, loves high-tech cameras and low-tech motorcycles. Last spring, Bill started thinking about selling his Triumph and one of his old Harleys, and upgrading to a more modern Sportster that he wouldn't have to park over the blackened piece of cardboard which denotes his personal spot in the garage.

What happened next is kind of a blur. The Triumph was sold, and then it wasn't, while the old iron-head Sporty was declared a Superfund site by the EPA.

Anyway, the whole thing fell through, and in the end, Bill somehow ended up with a complete, rolling '78 Sportster that might not start now, but, we're assured, "ran just fine before the owner took it apart."

But there's another twist on that story.

The guy who sold Bill the Sporty then suddenly decided he needed to own Rick's primer-gray Kawasaki. So Rick went out and bought—uh, let's see, what do you go to after a Triumph Thunderbird, a couple slash-6 Beemers, a Royal Enfield, a Kawasaki KLR and an EX500?

I know, a brand-new Sportster!

And people think what I ride is weird.

Greg Harrison is the AMA's senior vice president for communications, marketing and road riding.

The Triumph
was sold, then
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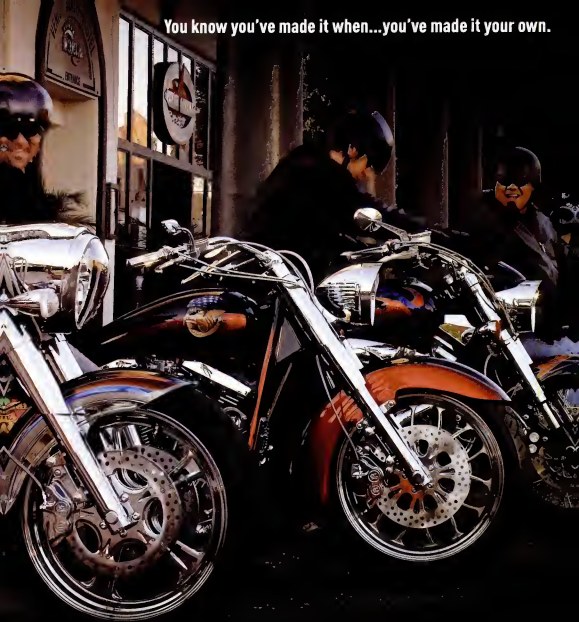
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THIS JUST IN

IGNITION

Honda Updates CBR600RR, Debuts CRF150R



Honda CBR600RR

The 2007 Hondas have been announced, and a redesigned 600 Supersport and a four-stroke minibike top the list of changes.

Honda's hot CBR600RR bike gets a complete makeover for '07, with an all-new, more-compact motor offering more claimed torque and horsepower, a lighter aluminum frame, better brakes and a full restyling. Plus, the trick electronic steering damper from the CBR1000RR migrates to the 600. MSRP: \$9,499.

Also big news for '07 is the CRF150R, which could do for the mini classes what full-size four-stroke MXers have done for the big-bike classes.

Featuring a new-school 149cc, four-stroke motor, the littlest CRF-R is available in both regular and big-wheeled Expert models at \$4,199 (\$4,299 for Expert).

Salivating yet? Info: www.honda-motorcycles.com.

BOOTS FOR YOUR BOGS

These Boots Were Made for Ridin'

On a motorcycle, if you're feet aren't comfortable and protected, you're not comfortable and protected. We put Harley-Davidson's FXRG-2 boots to the test.

The fit: Thanks to the full-grain oiled and waterproof breathable leather upper, with Thinsulate and Gore-Tex linings, these boots are cozy and dry. They took a couple of rides to break in, but after that—just like a good boot should—they felt like they were made for my feet.

Protection: With armor in the ankle and foot, you're well protected from the hard parts next to your footpegs or floorboards.

What isn't perfect: The boots are a bit heavy, and the sole is thick. But that does make the reach to the ground easier.

Cost: \$192.

Bottom line: It's tough to find a pair of boots for which comfort and solid ankle, toe and sole protection are not mutually exclusive. After a couple thousand miles wearing FXRG-2s, I can say I've found a winner.—James Holter



Good Tip

Bike thieves don't just target homes, you know. They're also on the prowl when you're on the road, especially at big rallies and other events.

And while you already know you should lock your bike, you may not have thought of one other theft-detering strategy: using a motorcycle cover when you're parked overnight.

Sure, it's a bit of a hassle, and it's one more thing to pack—but a thief is less likely to covet what he can't see. If you keep your bike covered, perhaps he'll keep on looking.

Got a tip? E-mail: onegoodtip@amecycle.org.



IT'S A FIRST!

Electric Bike Goes AMA Racing

The future is here.

At least that's the way it seemed at the Furnace Hare Scrambles at the Prairie City OHV Park in September, when an electric motorcycle entered the race.

Since Kelly Knipe's Electricross racebike didn't fit into an existing displacement class, race organizer Bushwackers MC let him run in an exhibition class.

IT'S ON!

All the Racing and None of the Hassle

Slot cars are cool and all, but they're slot cars. Ergo: boring.

No more. Now, we can feed our inner kid with a motorcycle-based slot-racing set featuring realistic bikes piloted by tiny versions of Max Biaggi and Valentino Rossi.

The \$147 set, available from Aerostich/RiderWearhouse, features bikes with accurate detailing, from the helmets to the brake rotors, and a track that can be config-

ured five different ways.

Yeah, the bikes aren't current—Biaggi's racing in World Superbike in 2007, and Rossi hasn't been on a



Honda for years—but at least the Rossi bike forms the basis for a relatively easy Nicky Hayden conversion—and that'd be way cooler, anyway.

Info: www.aerostich.com.

Riding the Buell XBRR Production Racebike

Few riders in the world have had a chance to test Buell's XBRR production racebike. We got three short laps on it at the company's 2007 model press intro at Buttonwillow Raceway in California.

The deal: The XBRR is the race-only version of Buell's street-going XB12R Firebolt, modified at the factory for closed-course competition. Mods include a ram-air system, special exhaust, full carbon-fiber bodywork and Ohlins suspension. Peak horsepower is a claimed 150-plus. Price: \$30,995.



First impressions: The XBRR feels every bit the part of a racebike. The riding position is severe, the motor pours tons of heat on the rider, and the injection snarls and pops at low rpm.

Second impressions: Get up to speed, and the power smoothes out, the riding position feels natural, and the only heat noticeable is from the header pipe that bakes my right wrist.

Third impressions: Power is noticeably improved over the XB12R—this thing leaps forward hard. It trail-brakes far better than a stocker. The nine-piston radial brake is astounding.

Overall: It's hard to get a real feel for a bike in only three laps, but it's clear the XBRR deserves its experts-only designation. It's great fun on corner exits, but a mortal like me may never see its limits.

—Grant Parsons

2 Questions With...

For 16 years, Dave Campos has held the outright motorcycle land-speed record of 322.149 mph, set in 1990 in the dual-Harley-Davidson-powered Easyriders streamliner. We caught up with him at the AMA International Motorcycle Speed Trials by Bub (see "Racing for the Record," page 32) to see what he thought of dirt-tracker Chris Carr upping the record to 350.884 mph.

Us: What'd you think when you heard that your record had been shattered?

Campos: (Chuckling) It didn't feel too good, but I guess it was a long time coming. We had it for 16 years, so I'm proud of that, and I always will be. But yeah, I did get a tear in my eye.

Us: Did you think it was possible to up it so far? The 350



mph record is a pretty big number.

Campos: To be honest, we thought it'd be at 350 pretty quick after we set it at 322. We only went a few mph quicker than Don Vesco to get our record, and we thought he'd be right out the next year to take it back. But that never happened, and we were lucky to get 16 years out of it.

DIAMOND GUSSET DEFENDER JEANS

Kevlar for Your Legs

Diamond Gusset's new Defender jeans offer two distinct advantages over regular jeans.

Advantage 1: The jeans feature—a diamond-shaped gusset in the crotch, offering more freedom of movement while riding.

Advantage 2: You also get a layer

of Kevlar for abrasion resistance in the seat, hips and knees, and other nice touches.

The bottom line: These \$112.50 jeans give you motorcycle-specific protection and comfort, with traditional blue-jean looks.

Info: www.gussetclothing.com.



Another Reason Motorcycles Are Better Than Cars

This just in: Americans are less likely to die riding motorcycles than driving cars.

That's the word from National Geographic magazine, which used stats from the National Safety Council to compare the odds of dying from all kinds of different causes, ranking them in order of likelihood.

First on the list was heart disease (1 in 5), followed by cancer (1 in 7), stroke (1 in 24), and a motor-vehicle accident (1 in 84).

Tenth on the list was a motorcycle accident (1 in 1,020), which fell right between drowning (1 in 1,008) and fire or smoke (1 in 1,113). Yeah, we know—there are fewer motorcyclists than swimmers.

THE CHIEF RIDES AGAIN?

Indian Motorcycle Redux

When the famed Indian marque went out of business a second time a few years ago, London-based Stellican Ltd. bought the rights to the name.

Now, company

officials and the North Carolina governor have announced that the latest edition of Indian will be headquartered in Kings Mountain, with hopes of producing motorcycles

by late 2007.

"Our primary goal is to return Indian Motorcycle Company to its rightful position as a premium motorcycle brand," says the company's David Wright.

Overthinking It...

With gas prices what they are, going to the pump can be a little unnerving. But there's another reason you should be particularly careful when you pull into the local fuel-o-mart.

That's right, we're talking about all the slick stuff on the ground in front of the pumps. Gasoline is bad enough, but spilled diesel fuel or oil is particularly slippery.



That means you should always ride up to the pumps slowly, try to avoid the gunk on the ground and come to a stop gently. Traction is your friend, but just remember, there may be a lot less of it next to the pump.



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"They usually have their new bikes ordered and sitting here waiting for them when they get back. They're looking for some sort of outlet when they get home."

—Army riding instructor Mike Tyler, speaking to the Nashville Tennessean about motorcycling soldiers returning from the Persian Gulf.

"A friend of mine got stopped for speeding. They gave him a warning and let him go. He said that when he got his license out, his AMA card was showing. When the officer was leaving he said, 'Take it easy, doctor.'"

—From a post on a BMW message board.

"There's just something about being out on the bike. I'm still competitive, and this is a good way to stay competitive. It's a heck of a workout. I think motocrossing is tougher than basketball in a lot of ways."

—Former Indiana Pacers center Rik Smits, to the Indianapolis Star, on his love of vintage motocross racing.

"I'm impressed by the fact that these people really enjoy what they're doing."

—President Bush, after touring the Harley-Davidson factory in York, Pennsylvania, and talking with workers.

"I was very nervous about taking my son on the bike, since I had just learned to ride it."

—New Zealander Sandra Cooper, telling the Anchorage Daily News her thoughts before she and her husband set out on a 40,000-mile motorcycle trip with their children, Frank, 5, and Nadine, 7.

"When I started, I mainly did it for training, but now it's something I really like to do. You have to like it, because there are days when it's not a lot of fun to be on a bike in Kentucky in summer."

—Nicky Hayden, speaking to the Associated Press, on his training regimen, which includes lots of bicycle riding.

"Don't like bikers? Don't sell anything bikers like? Well, then it's time to change. Open a lemonade stand, get creative, be a capitalist, sell something, even if it's just for the weekend, that bikers will buy next year."

—From an editorial in the Hollister, California, newspaper, urging locals to back a motorcycle rally.

BACKFIRE

The one thing people always ask me about my motorcycle is...

How can you wear dress clothes and still ride your bike to work?

—*David, San Francisco*
—*WCA-A (605, 91)*
—*Shane, Houston (1)*

How long have you had it? (Answer: I bought it new 31 years ago.)

—*John, Houston (1)*
—*James, Connecticut*

Where is your seat? (Still attached, I hope.)

—*John, San Francisco*
—*John, New York*

Isn't it hot riding with all that gear on?

—*John, Los Angeles (1)*
—*Tom, Knoxville*
—*James, San Francisco*
—*John, New York*

What kind of doctor rides a motorcycle?

—*David, San Francisco (1)*
—*John, San Francisco (1)*
—*John, New York*

Royal Enfield, huh? Who makes that?

—*John, San Francisco (1)*
—*John, San Francisco (1)*
—*John, San Francisco (1)*

Is it a Harley? (No, not even close.)

—*John, San Francisco (1)*
—*Tom, Knoxville*
—*James, San Francisco*

Is that a Harley? (Duh! It only says Harley-Davidson on it how many times?)

—*John, San Francisco (1)*
—*John, New York*

You ride a Harley? My neighbor rides a Harley. You know him?

—*John, San Francisco*

What is it and why is only one headlight working?

—*John, San Francisco (1)*
—*John, San Francisco*

Who makes those?

—*John, San Francisco (1)*
—*John, San Francisco*

Can you do a backflip on it?

—*John, San Francisco (1)*
—*John, San Francisco*

Wow, that's a nice old Triumph!

—*John, San Francisco*
—*John, San Francisco*

A sampling of responses to a monthly question at www.AMADirectlink.com.

"Once you've done this job on a motorcycle, it's hard to switch to a car."

—Sgt. Ann Gates, a 10-year motorcycle police officer, speaking to the Fort Worth Star Telegram.

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- DEC 8-10, 2006 » LONG BEACH, CA
- DEC 15-17, 2006 » SAN MATEO, CA
- JAN 5-7, 2007 » NOVI, MI
- JAN 12-14, 2007 » WASHINGTON, DC
- JAN 19-21, 2007 » NEW YORK, NY
- JAN 25-28, 2007 » CLEVELAND, OH
- FEB 2-4, 2007 » MINNEAPOLIS, MN
- FEB 9-11, 2007 » CHICAGO, IL
- FEB 23-25, 2007 » ATLANTA, GA





Enough to Make You Sick

Fighting health-insurance discrimination

Back in June 2003, AMA Member Roger Saltamach of Westwood, New Jersey, had the kind of riding experience we all dread. He was exiting a highway when he lost control

were legally licensed, he couldn't collect one dime from his insurance.

Patrick Major of Salem, Oregon, knows that feeling.

Major says he has been riding motorcycles for at least 40 years, and he "felt like a complete idiot" when he fell over at a stop aboard his Honda CBR929RR.

Like Saltamach, Major figured his medical insurance would cover the costs of his treatment. But then he got the bad news.

"The advice nurse, who authorizes emergency room visits, arranges appointments and the like, said after hearing my story

that I probably should go to the ER," Major recalls. "But she said I would have to pay for any med-

ical treatments arising from this incident myself.

"I asked why, and she told me there is an exclusion to my health-care plan that automatically rejects any medical issues related to motorcycles."

If Major had fallen off a bicycle or tripped on the stairs, he'd have had coverage. But because his fall came while sitting on a motorcycle, the health insurance he had didn't apply.

Fortunately, this kind of health-insurance discrimination against motorcyclists isn't common—at least not yet. But these aren't just two isolated cases.

At the University of California-San Diego, student insurance coverage won't pay for injuries sustained on vehicles that aren't street legal, such as dirtbikes. At Frantz Manufacturing Company in Sterling, Illinois, workers aren't covered for any medical expenses related to injuries suffered on a motorcycle or ATV. And the American Coal



of his motorcycle and crashed.

The accident left him with broken ribs, a broken shoulder and a punctured lung. But at least some of the pain was alleviated by knowing that his health insurance would cover the bills.

Or so he thought.

"When the bills started to come," he says, "I contacted my union insurance company about getting payment. They told me activities like motorcycling and horseback riding were excluded from coverage."

By the time he healed, Saltamach was facing \$55,000 in bills, with no help in paying them.

Had he been driving a car, he'd have had coverage. Had he been driving a car drunk, he'd have had coverage. But even though he and his motorcycle

Tell Us Your Story

The AMA, working with the Motorcycle Industry Council, the BlueRibbon Coalition, the Motorcycle Riders Foundation, ABATE of Wisconsin, ABATE of Ohio, the American Council of Snowmobile Associations and the American Horse Council, wants to end insurance discrimination in 2007. But to do that, we need to understand the scope of the problem. And that's where you come in.

Does your employer- or union-provided health-insurance coverage come with a list of excluded activities that includes motorcycling? Have you been denied coverage for injuries related to motorcycling?

We need to know. Send whatever information you have, including copies of exclusions listed in your health-insurance policy and letters from your human resources department or your insurance company, to:

Bill Kresnak, Legal Affairs Editor, American Motorcyclist, 13515 Yarmouth Dr., Pickerington, OH 43147; or e-mail: bkresnak@ama-cycle.org.

Compiled by
Bill Kresnak

BKresnak
@ama-cycle.org

Company, which operates mines in Illinois and elsewhere, rewrote its insurance rules last year to exclude injuries related to motorcycling.

The consequences of those decisions can be catastrophic, even when the rider is the innocent victim of a traffic crash.

Back in 1995, AMA member Tom Klimek was badly injured when a woman driving a car pulled into the path of his motorcycle, causing a crash. The woman was ticketed, but she didn't have insurance.

And when Klimek sought to get his



medical bills paid through his union-provided insurance, he was informed that motorcycling injuries weren't covered. He was out tens of thousands of dollars for being in the wrong place at the wrong time.

Klimek's case 11 years ago helped focus attention on the ominous trend among companies and unions to ban insurance coverage for legal recreational and transportation activities.

And that case helped the AMA lead a nationwide campaign that resulted in federal legislation designed to eliminate this kind of health-insurance discrimination.

Just when it looked as if this problem was solved, the federal agencies charged with implementing that new law wrote rules that reversed the intent of Congress. Not only did they allow discrimination against employees involved in motorcycling and other activities to continue, but they allowed companies to take away your health-insurance coverage while you ride without even notifying you!

In other words, unless you've checked with your employer or your union about your health insurance recently, you might find yourself in the same position as Roger Saltamach and Patrick Major if you have an accident on your bike.

STATE WATCH

Alabama

Walker County AMA Community Council founder Jamie Freeman is now serving as the 4H's new ATV coordinator for the state of Alabama. She is an experienced ATV Safety Institute instructor, 4H ATV club leader, and a graduate of the AMA's "Ride into Political Action" courses at both the state and federal levels. She will present school programs about ATV safety and help set up county and regional 4H ATV clubs.

Alaska

Effective November 1, the U.S. Fish and Wildlife Service will permanently close 4 square miles of the Izembek National Wildlife Refuge to off-highway motorcycles, ATVs and other off-road vehicles. For further information, contact the Izembek National Wildlife Refuge at (877) 837-6332.

California

The California State Public Works Board has approved the purchase of land commonly referred to as the Truckee/Freeman property, next to the Ocotillo Wells State Vehicular Recreation Area. This area will be managed by both the Anza Borrego State Park Division and the Ocotillo Wells State Vehicular Recreation Area. Motorized recreation is expected to be one of the primary uses, and managers will host numerous

public hearings to help decide this area's future.

Florida

The state Senate has adopted a resolution commending Ricky Carmichael for his "outstanding accomplishments...in the field of motorcycle and motocross racing." The resolution, introduced by Sen. Alfred Lawson Jr. (D-Tallahassee), recounts Carmichael's storied amateur and professional racing career and is available in the AMA Rapid Response Center at www.AMADirectlink.com.

Illinois

The AMA is seeking volunteers to establish AMA Community Councils. Working closely with the AMA Government Relations Department, Community Councils get involved in the political process and help shape legislation and regulations to benefit motorcyclists and ATVers. For information on starting, or joining, an AMA Community Council, contact Terry Lee Cook in the AMA Government Relations Department at (614) 856-1900, ext. 1288; or e-mail tcCook@ama-cycle.org.

New Hampshire

The first several miles of ATV trails recently opened in the new Jericho Lake riding area in Berlin. State officials plan to develop a 350-mile ATV trail system. The park is on 7,200 acres near the White Mountain

National Forest and will offer a variety of recreational opportunities.

New Jersey

Three bills under consideration would modify the state's Lemon Law, which already covers streetbikes. AB-811/SB-534 would extend coverage from "18,000 miles or two years" to "24,000 miles or two years," while AB-1005 would require a full refund of the purchase price of a defective vehicle without deductions for its use.

North Carolina

Municipal and county law enforcement officers of certain jurisdictions are now permitted to use ATVs on public streets and highways within their jurisdiction. The legislation, introduced by Sen. John Garwood (R-North Wilkesboro), is the second legislative act to allow the special use of ATVs by local law enforcement. The list of affected counties and towns is on the Rapid Response page of www.AMADirectlink.com.

These motorcycling-related issues being debated in various states. You can take action by going to the AMA website at www.AMADirectlink.com and clicking on the "Rapid Response Center" under "Rights." Tell us about government actions in your area by calling StateWatch at (614) 856-1900, ext. 1125; or e-mail StateWatch@ama-cycle.org.

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**For additional membership options, please call 800-AMA-JOIN or visit www.AMADirectlink.com.

R I G H T S

FIRST STUDY IN 25 YEARS

Crash Research in the Works for '07

The first comprehensive study of motorcycle crashes in more than 25 years should move forward in 2007 after years of effort by the AMA and other motorcycling organizations.

That research, which will be the first full investigation into the causes of motorcycle crashes since the famed Hurt Study was released in 1980, is needed more than ever following another year of increases in motorcycle-related fatalities.

Motorcycle fatalities increased by 13 percent from 2004 to 2005, according to statistics released recently by the National Highway Traffic Safety Administration (NHTSA). It was the eighth annual increase in fatalities, after years of decline during the 1990s.

The transportation bill passed last year



by Congress includes funding for the new study, which will be conducted by the Oklahoma Transportation Center, part of Oklahoma State University. But that federal funding depends on the motorcycling community raising a match of 20 percent of the total amount.

The AMA is working with motorcycle-industry companies to raise those matching funds.

"The continued increase in motorcycling fatalities is a matter of concern for the entire American motorcycling community," says Edward Moreland, AMA vice president for government relations. "But these statistics don't tell us why the toll keeps climbing.

"We're anxious for the crash study to begin, to show us the best ways to prevent crashes and save lives," Moreland says.

AMA RACING LAS VEGAS INVASION

AMA Sports Banquet
November 17, 2006
Rio All-Suite Casino Resort

4th Annual AMA Sports Banquet
400 National Champions in over a dozen disciplines of motorcycle and ATV racing. For ticket and additional information call AMA Sports at (814) 959-1900 or visit www.AMADirectlink.com. Special room rates at the Rio until October 19, 2006. Call (866) 745-9955 for reservations and say you are with the AMA.



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November 19, 2006
Rio All-Suite Casino Resort



The toughest off-road race in America
AMA-sanctioned EnduroCrosses November 18 at the Orleans Hotel and Casino! Check out www.endurocrossusa.com for more information.

PUBLIC LAND STAYS PUBLIC

Proposal to Sell Forest Land Axed

Federal lawmakers have killed a proposal by the Bush administration

to sell U.S. Forest Service land to help pay for rural schools.

The administration had proposed selling 300,000 acres in 35 states, ranging from 76,000 acres in California to 50 acres in Wisconsin.

The sales were expected to raise about \$800 million over five years.

The AMA had been monitoring the proposal

closely to ensure the proposed land sales wouldn't reduce off-road riding opportunities on national forest land, which are already dwindling.

In June, the Senate Appropriations Committee approved an Interior Department and Forest Service funding bill that didn't include selling the land. The House killed the proposal earlier.



Riding in HOV Lanes Is Legal

It was late on a Friday afternoon, and AMA member Doug Young of Phoenix, Arizona, was just getting off work. He hopped on his bike for the 30-minute commute home, and quickly worked his way into the high-occupancy vehicle lane.

HOV lanes are great timesavers for commuters who help reduce congestion by carpooling. And the federal government recognizes that space-efficient motorcycles offer the same congestion-reducing benefits, so it allows riders to use HOV lanes unless state or local officials can prove they represent a safety hazard.

In other words, Young was perfectly legal in taking his BMW R1200RT into the HOV lane on Interstate 10 that afternoon.

But apparently, the officer from the Gilbert, Arizona, Police Department wasn't aware of that. He pulled Young over and wrote him a \$419 ticket for illegal use of the HOV lane.

Young detailed his run-in with the Gilbert police in an online forum for BMW riders, and that's where AMA Western States Representative Nick Harris heard about the case.

Harris contacted Gilbert Police and informed them of the federal law regarding motorcycle use of HOV lanes. The department did a little research, then contacted Harris and Young, telling them that the ticket would be dismissed.



NEW DISCOVERY

Cactii May Restrict Utah Riding

Small cactus plants could lead to big restrictions on off-highway riding around Factory Butte in south-central Utah.

The recent discovery of the Wright Fishhook (right), a



small, barrel-shaped cactus, and the Winkler cactus, has prompted the federal Bureau of Land Management to consider severe restrictions for off-road riders on about 200,000 acres. The Wright Fishhook is an endangered species, while the Winkler cactus is considered threatened.

Anti-access groups want severe limits on riding. Riders want a management plan.



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Seat Height
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Fuel Capacity
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MSRP
\$8,699



IMPRESSION

Does 36cc Make a Difference?

*You bet, on
Kawi's superlative
636cc ZX-6R*



These days, front-line 600cc sportbikes are a narrowly focused breed, with displacement, performance and handling targets that are fairly similar.

That's no surprise, of course. These machines are bred for the racetrack and carry the AMA Supersport rulebook as their common DNA.

What would happen, though, if you were free to design a 600-class sportbike for the typical rider—not a racer, but someone looking for reasonable street manners along with serious performance?

You'd likely wind up with something remarkably like Kawasaki's ZX-6R, and here's how you'd get there:

First, you would trashcan adherence to the 600cc displacement limit dictated by racing rules. Who says perfection comes in round numbers, anyway? You'd add enough extra mo'—say, a bit over 5 percent—to boost mid-range performance, while keeping the rev-happy power delivery that defines the class.

Second, because you'd be designing for people who not only strafe twisties on the weekend but also ride to work during the week, you'd relax the ergos.

Nothing like a trip to the chiropractor to kill your sportbike buzz.

Finally, you'd be sure to hang it with enough tasty trickery to keep the owner happy not only at the local bike night, but on a track day.

That would include the stuff you can see, such as cool and functional petal brake discs, underseat exhaust, LED taillights and an upside-down fork. But it'd also involve stuff you can only feel, such as two injectors per cylinder, an exhaust power valve, radial-mount brake calipers and a sweet slipper clutch.

Put all that rule-ignoring bliss together, and you have Kawi's 636cc ZX-6R screamer. And, as I discovered after a day of riding the 636 around Mid-Ohio Sports Car Course, it's a bike that can win hearts and minds of sportbike junkies instead of just racers.

From the get-go, this is a bike that broadcasts its competence clearly.

Swing a leg over, and the first impression is of a no-nonsense, ultra-tight package. Even by 600-class standards, it's diminutive. Surprising, then, that the ergos don't feel as cramped as, say, a Yamaha R6.

other engine changes—make themselves known.

The claimed max torque is bumped up by only 1.2 foot-pounds, but the peak is delivered 500 rpm lower (at 11,500), and the curve definitely feels wider than what you'll get on the RR. Other changes to the powerplant include a lower compression ratio (12.9:1 vs. 13.9:1); 43mm throttle bodies (vs. 38mm); a slightly steeper steering head angle (25 degrees vs. 25.5) and a correspondingly shorter wheelbase (54.7 inches, a half-inch less than the RR).

Add in the slipper clutch and the stellar brakes, and you wind up with a motorcycle with more of an all-around focus than your typical Supersport machine, and one that's significantly more forgiving on the track.

Let the ample over-rev carry you to the end of Mid-Ohio's back straight a little too quickly, for example, and the standout four-piston front binders instantly tell you you could have gone in deeper.

At the same time, if you're sloppy with your throttle control as you bang down three gears, the slipper clutch makes everything sync perfectly, and the rear wheel never hops. Didn't shift down enough? No worries. The extra torque will make you look like a hero on the corner exit.

Of course, if you get everything right the next lap—brake at the right time, nail the downshifts and exit the corner hard—it feels even better. Handling is superlative, offering a linear feel during transitions, and predictable, comfortable trail-braking.

This is a bike that allows you to build confidence quickly on the track, and although I didn't get a chance to try the 636 in the real world, the ergos and mid-range suggest the bike should be more comfortable on the street (relatively speaking) than any full-on race-bike. With the 636, \$8,699 buys you a lot of versatile performance.

In the end, Kawasaki deserves big props for breaking the rules and building a 600-class *street* machine from the ground up, instead of following industry practice and just repositioning last year's race-derived 600, unchanged, as the one that's suddenly the street-friendly option.—Grant Parsons

rights, riding, racing. • November 2006 29



Thumb the starter, and the fuel injectors fire the motor up instantly. The free-revving engine certainly doesn't give much hint that it's carrying the extra displacement over the machine's 599cc stablemate, the defending AMA Supersport champion ZX-6RR. In fact,

to achieve the extra displacement, the pistons on the 636 are 1mm wider and move in a 1.2mm longer stroke.

Head out of the pits and make a few laps to get a feel for the recently repaved 2.4-mile Mid-Ohio race course, though, and the extra cc's—plus a few



Quick List**Engine**

1,203cc, air-cooled
45-degree V-twin
with oil cooler; two
valves per cylinder

Transmission

Five-speed

Final Drive

Belt

Dry Weight

400 pounds
(claimed)

Seat Height

30.5 inches
(claimed, seat)

MSRP

\$10,495

IMPRESSION

Go Long

Riding the '07 Lightning Long

Since the beginning, Erik Buell has gone his own way in motorcycle design.

This is, after all, the guy who decided in the '80s that an air-cooled, V-twin Harley-Davidson motor was the ideal powerplant for a sportbike. Since then, the bikes that carry his name have included such innovations as motorcycle frames that double as gas tanks, swingarms that double as oil reservoirs, perimeter front brake discs and under-slung, canister-style exhaust systems.

And as I lean the Lightning Long from one backroad curve to another through the mountains of California on the press intro for the company's '07 line, I'm in a great position to appreciate Buell's unique take on motorcycling.

Built around a Harley-Sportster-derived, air-fan cooled, push-rod, 45-degree 1,203cc V-twin engine, the \$10,495 Long certainly has a family resemblance to the rest of the line.

There's the massive cast-aluminum frame that carries the fuel, the complex cast swingarm that serves as an oil reservoir for the dry-sump motor, the big, automotive-looking muffler and the exemplary front brake. And like its siblings, the Long receives new color options and stock Pirelli tires for '07.

What's different with the Long, though, is a slight but significant change in geometry. The more sportbike-oriented Firebolt and the standard streetfighter Lightning come with ultra-tight dimensions, including a fork rake of just 21 degrees and a tiny 52-inch



wheelbase. The Long, officially designated the XB12Ss, wouldn't live up to its name in anybody's else model line. But with a 23.5-degree fork rake, a lengthened swingarm and a wheelbase of 54 inches, it is long by Buell standards.

Still, for a bike with this much motor, the Long sure feels small when you climb aboard. And the minimalist styling—including a tiny flyscreen accented by an under-engine chin fairing—enhances that impression.

There's little to take your attention away from the motor, which isn't a bad thing, since the big V-twin is charismatically torque-happy.

There's tons of oomph from idle to the 6,800 rpm horsepower peak (a claimed 103 ponies), which makes surfing backroads using one or two gears not only possible, but seriously fun on day one of the intro.

The next day, the intro moves to nearby Buttonwillow Raceway, where the Long proves surprisingly comfortable.

The Buell folks have the whole line of 2007 models at our disposal (including the race-only XBRR, see page 19). And on the basis of appearance, the sport-styled Firebolts (available in 984cc and 1,203cc versions) look most at home.

But both of them, along with the standard Lightning and its 984cc counterpart, the CityX, are built on the short-





wheelbase platform. Their steep steering-head angle and tight wheelbase create a tendency to stand up when you brake while leaned over. As a result, you have to adopt a brake-in-a-straight-line-then-turn-it-in style that puts an emphasis on corner speed.

The new Pirelli tires are designed to reduce that tendency over last year's bikes. But the Long's geometry seems to improve the situation even more, in addition to keeping the front wheel planted on corner exits.

Overall, riding all the Buells back-to-back shows how one core chassis platform, two displacement versions of the same basic engine, and various ergo and styling tweaks can create a line of bikes with their own personalities.

The Firebolts riff on the V-twin sportbike theme, with clip-on handlebars and an aggressive stance. Lightnings offer wider bars and, in the case of the Long, a cushy seat. Finally, the XB12X Ulysses "adventure sportbike" offers all-day comfort, luggage capability and off-road prowess for the occasional gravel road.

And with every one, Erik Buell's innovative approach to designing a real-world American motorcycle comes standard.

—Grant Parsons

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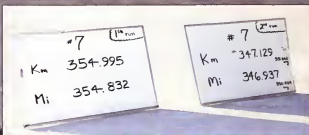
If you want speed, you have to earn it (from left to right): Terry Kizer warms up Sam Wheeler's streamliner; Chris Carr settles in; Rocky Robinson celebrates; and the board's post the time to beat from Denis Manning's No. 7 streamliner.



RACING FOR THE RECORD

Five days, three teams and
two world records on
the Bonneville Salt Flats

Story & photos by Grant Parsons



Rocky Robinson is strapped into the Ack Attack streamliner motorcycle, the otherworldly white horizon of the Bonneville Salt Flats streaking toward him at more than 250 mph.

The noise from the wind and the twin turbocharged Suzuki Hayabusa motors behind him howls in the cramped cockpit. He's breathing hard, adrenaline fueling his focus into hyperspeed.

His attention flashes from the horizon to the tachometer in front of him. The needle is closing in on 9,500 rpm. He feathers the clutch, bangs into fifth, and gets back to the business of accelerating through 300 mph.

310...320—a shift into sixth—330...

The flags that mark the 11-mile course across the salt whip past every 2.7 seconds, each one signaling that Robinson has gone another quarter-mile. As he passes mile 4, he's covering a football field every six-tenths of a second.

335...340...

At mile 5, the Ack Attack streamliner trips the first light of the mile-long timing trap. In the time it takes to read this sentence, he covers the mile, exits the traps and rolls off the throttle, coasting on the high side of 300 mph.

He's lined up so perfectly for his 5-mile deceleration that he can wait

a few seconds before deploying the first of two braking parachutes, the world still blurring past as the motor idles down.

340...330... It's the calm in the eye of the hurricane.

Robinson flips the safety switch with his thumb, takes a breath, then pulls a lever triggering the smaller high-speed chute. The braking force slams him forward into his harness. A few seconds later, he releases the low-speed chute.

Soon, the world returns to a speed the rest of us might under-

Sealed into Denis Manning's streamliner, Chris Carr aims at the horizon, puts his foot to the floor, and heads for 350 mph.

stand. Rocky aims the blue, bullet-shaped motorcycle toward his crew, waiting at the far end of the course. As he gets close, he sees their fists in the air.

They're smiling. Robinson is smiling, too. He's just made a one-way pass of 344.673 mph—faster than any one has ever gone before on a motorcycle.

It's the first day of the 2006 AMA International Land Speed Motorcycle Trials by Bub—the biggest week of the year for one of the most specialized forms of motorcycle competition.

All year, teams of bike builders and rid-

derers plot their assault on national motorcycle speed records maintained by the AMA and world records kept by the Fédération Internationale de Motocyclisme. Then they arrive in the strange and remote landscape of western Utah to test their theories and their skills against the clock.

Records are kept in a whole range of classes, for production, modified and custom-built bikes in engine categories from 50cc on up to infinity. The chase to be the fastest in those classes brings dozens of

veteran of land-speed motorcycle racing, who has built his streamliner around a one-of-a-kind, carved-from-billet 3,000cc V-four motor. His rider, dirt-tracker Chris Carr, has taken Manning's bright-red "No. 7" streamliner to 300 mph in pre-event testing.

The third streamliner is named EZ-

Hook, and it's the product of rider/designer Sam Wheeler. The laid-back, soft-spoken Oklahoman has built a craft so aerodynamic that it has reached 330 mph with nothing more than a single turbocharged Kawasaki ZX-11 motor.

The one element those team owners can't control is the weather. The 30,000-acre Bonneville Salt Flats flood with water each winter. Over the next several months, the sun bakes out that moisture, while winds sweep the surface flat.

Some years, that process comes up a little short, leaving a slightly soggy surface that may be fine for a 150-mph streetbike, but that doesn't allow the long acceleration and deceleration zones needed to reach 300 mph-plus.

This year, Manning, who organizes and

promotes the AMA International Land Speed Motorcycle Trials by Bub, has managed to find enough flat, dry salt to lay out an 11-mile course. That's a full mile longer than any course the streamliners have ever run here. The additional run-up to the speed trap—along with the best salt conditions in at least 20 years—mean high hopes for a new record.

And the first run by the Ack Attack machine, just a few hours after the speed trials open, serves to raise those hopes even higher. But even though Robinson has recorded a 344-mph run, that doesn't count as any kind of record yet. The rules

Ack Attack is away! Things happen fast on a record run.

require that all record attempts must include a second run in the opposite direction (to even out the effects of wind) within two hours.

So right now, the Ack Attack team has one goal: Turn the streamliner around and prepare it for a second run. The clock is ticking.

As the crew hovers over the bike, Robinson has a few minutes to reflect on his first run.

"It was incredible," he says. "At two miles, I lit up the rear tire pretty good, and the tire spun. I backed her down, got the wheels under me and just rolled it on."

A few feet away, the streamliner has been hoisted off the ground into a special trailer. Akatiff is lying on his back beneath it, studying the front tire.

After a half-hour, the chutes are repacked, the fuel and oil levels have been checked, and ice water has been added to the turbo's critical intercooler.

Akatiff lines up the chase truck that will push the streamliner off, while the crew monitors conditions.

A side wind above 6 mph would keep them grounded, but right now, everything looks good.

Both Hayabusa motors fire. The burble at idle is rapy, throaty and raw. And when Robinson revs the motor, it's the shrieking



ers plot their assault on national motorcycle speed records maintained by the AMA and world records kept by the Fédération Internationale de Motocyclisme. Then they arrive in the strange and remote landscape of western Utah to test their theories and their skills against the clock.

Records are kept in a whole range of classes, for production, modified and custom-built bikes in engine categories from 50cc on up to infinity. The chase to be the fastest in those classes brings dozens of



The crew preps No. 7.

bikes to the salt each year. But this year, three teams are going after the biggest prize of all—the absolute top-speed record for a two-wheeled vehicle.

That means streamliners—long, sleek machines that are about as close to your

sound of pure speed.

FIM steward Charlie Hennekan radios to clear the course.

At the other end, 11 miles away, crew members and reporters gather with a small crowd, hoping to witness history.

The radio crackles.

"Wind is at 3 mph," comes the voice. "Send the streamliner. Repeat: Send the streamliner."

Radio observers are stationed along the course, ready to check in. They'll count down the miles to zero, where everyone stands.

"Streamliner by mile 9."

"Streamliner is by 8."

"Streamliner is in the mile."

In the cockpit, Robinson's heart is racing.

"The whole time, I'm thinking, 'I can't blow it. I can't blow it. I can't blow it,'" Robinson says. "The rear wheel was spinning harder and harder, but it didn't come around, so I kept on it."

The radio again: "Streamliner is through the mile. Chutes are out."

"Roger that." Then a pause. "Streamliner speed through the mile is 340.922."

"Average speed for two runs: 342.797 mph."

It's just a couple hours into five days on the salt. And Robinson hasn't just topped the 16-year-old record. He's demolished it by 20 mph. And as he slows the machine, he doesn't even know it yet.



Rocky Robinson

The crowd gathered at the end of the course cheers. Crew members hug. Everyone is smiling as the Ack Attack machine rolls to a stop.

Robinson opens the cockpit, reads the expressions on the crew's faces and starts to smile himself.

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"What was the speed?" he asks.

"342 and change!"

"That'll do it!" Robinson says, beaming. Akatiff rolls up in the chase truck a few minutes later and joins the celebration.

"It hasn't really sunk in yet," he says. "I always figured we were going to get this record at some point, and now here it is."

Back in the pits, Manning stands by his red No. 7 streamliner, which can't make its first run until his rider, Carr, flies in following this weekend's flat-track race. He doesn't exactly look happy.

He arrived on the salt aiming for 322 mph. Now the bar has been raised to 342.

"This ain't the last round of this fight," Manning says. "It's just the first blow. It may be a killer blow—that's a really big number—but we think we can go fast out here."

Day two shows why the previous record stood for 16 years. This stuff isn't easy.

With Manning still waiting for Carr and Wheeler's team en route to Bonneville, the Akatiff team heads back out, hoping to top its own record.

"We've looked at the data, and we know

Something, the crew decides, is wrong in the motor.

"It just doesn't have any beans," Rocky says after the second pass. "When it's running right, you definitely know it, and it's not running right."

Back in the pits, the crew discovers one possible explanation: The crucial intercooler isn't working. A valve that diverts water to cool the brakes on emergency deceleration has stuck open, emptying water from the intercooler.

Day two is shot.

Until now, the chase for the record has been a one-team show. On the morning of day three, it suddenly feels like a race.

Chris Carr is in the Manning pits, ready to go. And Sam Wheeler and his bright green E-Z Hook streamliner have arrived.

Carr is in an unfamiliar position. He may be a seven-time AMA Grand National Champion, but on the salt, he's still a bit of a rookie.

He's only been training with Manning for a few months and he's made just eight runs under power. So far, he's gotten the bike up to 300 mph.

"Right now, I have no issues with going faster," Carr says.

The plan today, Manning says, is to raise the bar a little at a time. He tells Carr to take No. 7 up to 325 mph on its on-board speedometer, then back off.

The crew lines up at mile zero, aimed at the horizon. Carr slides into the long, narrow cockpit feet first. He's practically lying down as he settles back into the seat, grasping the two joysticks that control steering. He fires the engine, the wail of the V-four reverberating across the salt. The crew tows the machine up to speed, and Carr accelerates toward the traps.

Inside the cockpit, Carr concentrates on finding traction, hitting his marks, tapping each gear to the engine's 8,200 rpm sweet spot and shifting clean. He reaches top gear and an indicated 325 mph by mile 4.

"I almost just bailed out of the run right



Chris Carr celebrates.

there, since we hit our mark," Carr says. "But I just kind of held it there."

A half-mile later, Carr makes a new plan.

"I thought, 'Let's just run it out the back, see what it'll do,'" Carr says. Carr's right foot goes to the floor. The streamliner still has motor left, and it picks up speed, hurtling through the timing lights.

By Carr's reckoning, he's short of the record at the end of the timed mile. But what he doesn't know is that the crew never recalibrated the speedometer after changing tires following his final practice run. The new tire is bigger, and at these speeds, even a small speedometer error is significant.

The timing equipment records his speed at 354.832—10 mph faster than the first run for the Ack Attack machine.

As he comes to a stop, the crew is stunned. Manning is asked how it feels.

"On a one-to-10 scale?" he asks. "Religious experience!"

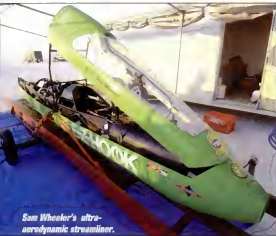
Now they have to back it up with a second run.

A mere 50 minutes later, Carr launches again. In the cockpit, the experience is far different from the first run.

"Coming back, I knew it wasn't as good as going out," he says. "This time, it was a fight. The wind picked up, and it felt like I was leaned over 5 degrees the entire course."

To those standing still, it barely feels like a gentle breeze. But at speed, Carr has to fight to keep the bike on the center line.

In spite of those problems, he goes 346.937 mph, good for a two-way average of 350.884.



Sam Wheeler's ultra-aerodynamic streamliner.

that Rocky was still accelerating through the mile," Akatiff says. "We know he picked up 15 mph, so there's more power to be found."

The trick is traction. A land-speed run is like a drag-race pass. Every little slip during acceleration costs you top end later.

In two runs during the day, the team manages a fastest single pass, at 346.108. But the followup run is at 335.739, which makes the two-way average nearly 2 mph slower than the day before.

The 322 mark may have stood for 16 years, but Akatiff's 342 lasted less than two days.

Carr is speechless, a wave of relief rolling over him when he hears the speed.

"I didn't wake up this morning expecting to be a world-record holder," he says. "And out here, it may only be a few hours until someone breaks it again. But right now there ain't no one faster in the world than me."

Manning is overcome with emotion.

"I've made runs in one direction 13 times and been unable to make the run back for a record," he says. "I've blown up motors, I've crashed...but we did it. Here's to everyone who said we couldn't do it!"

For their part, the Akatiff team gets in a run at 347 mph, and a 349 return. Just this morning, that would have upped the record. Now, it's second best.

Akatiff knows there's more power in the motors, and late in the day, he finds it: A crew member tweaking the fuel injection had made an adjustment in the wrong direction. It's running too rich.

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Mike Akatiff (right) chases fuel injection problems.

Nearby, Manning discovers a problem of his own. On his second run, Carr chucked the rear tire. Tuner John Jans is sent into Salt Lake City, 110 miles away, to find a changer and mount the new one.

As the sun rises over the salt on Day four, Sam Wheeler is ready.

His secret weapon? Aerodynamics. While the other two teams use brute horsepower to push air out of the way, Wheeler's streamliner lets its ultra-slip-

per body do the work.

Until this week, he had made the fastest single pass by any motorcycle. And it did it running relatively mild boost on the turbocharger. But he can't hold back anymore.



"Now that these guys are stepping it up, we're going to turn the screw a bit," says tuner Terry Kizer.

Soon, both Wheeler and the Ack Attack are down at mile zero, aiming at Manning's record. Wheeler will go first.

He accelerates down the course, and in seconds, he's cruising on the high side of 300 mph, aimed for the traps.

"There was no wind at all," Wheeler says. "Everything was good. We had upped the boost, so I was expecting more, and it just felt lazy to me."

The feeling is deceiving. Wheeler notches a 355.303 through the traps—the highest one-way speed of the meet.

But as Wheeler rolls off the throttle, he hears a loud pop. Things go wrong quickly.

"At first, I thought I blew a hose off the turbo," he explains. His easygoing Oklahoman manner makes a harrowing moment sound like nothing. "Then I started seeing little black snakes coming up through the fender well, and I knew what was wrong."

Those "snakes" are fibers from the front tire, which has exploded underneath him at more than 300 mph, shredding instantly.

Amazingly, Wheeler stays upright for nearly a mile, riding the rim as his parachute scrubs off speed. Then gravity catches up with him.

"The body was near the ground, and it finally leaned over enough to catch. Then I was over on my side."

Wheeler slides at least a quarter-mile across the Bonneville Salt Flats. He

comes to rest just off the left side of the course, nearly two miles from the exit of the timing trap.

At the scene, he's pretty shaken up. But a few hours later, in the pits, he's his usual self.

"It's repairable," he says. "I may run it again. I'll wait and see what these guys do."

Crash or not, his time through the mile is clean. He's sitting on the top time of the meet. Without a backup run, it's not a record, but it could earn him the \$10,000 prize for the fastest single run of the week.

The final day, 8 a.m.: The two remaining streamliners are lined up at mile zero, with four hours left before the speed trials end at noon.



Akatiff and Robinson spent yesterday chasing fuel injection issues and waiting out winds.

Manning and Carr stage nearby. If Akatiff steals the record, Carr will run again, trying to get it back.

"We've got the boost turned up all the way," Akatiff says. "We're going for it."

The course is cleared. Robinson launches, pulling away from the chase

vehicle. But something's wrong. He coasts to a stop only a quarter-mile down the track.

They push back for another try.

On the second attempt, the dual motors sound better than they have all week. Everything looks good until a gust pushes him off course. He pulls the chutes.

"I was fighting it and fighting it, trying to keep it straight," Robinson says.

The crew regroups for a third launch attempt. Nearby, Manning watches. His plan? If Robinson runs a 355 or higher, Carr will chase.

"I feel like a tomcat sitting on a fence, with a dog barking at him from the ground," he says. "He knows if the dog gets near him, he can jump to the roof. But jumping to the roof can be tough."

Robinson's third run sounds great until about a mile out, when all goes silent. He coasts to the edge of the course.

"It just felt like it went out of gear, and that was it," Robinson says.

The crew had been fighting a problem with a shaft connecting the two motors. And they think it finally broke. They have no spare, and there isn't enough time to change it.

"We're done," Akatiff says.

A mile away, at the start, Manning looks relieved. After more than 40 years of chasing the outright motorcycle land-speed record, he's finally succeeded.

"I never let myself get to this point (mentally)," he says. "I wouldn't even go here. I just don't know what to say. We did something no one has ever done before. Period. Stop. We did it."

Carr visibly relaxes.

"The last 48 hours have been the toughest mental race of my life," he says. "For me to go out Tuesday, with basically six

See RECORD on page 53



Ready, Set, Race!

***New Competition
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raceday***

It's a raceday ritual that amateur competitors have come to expect.

You pay a gate fee and sign a release form as you enter the racing facility. Then you park and make your way to the sign-up booth.

The scene you're greeted with is not always pretty. Often, there are long lines, multiple forms to sign and a big wait before you can finally unload your motorcycle.

It's a scene that's repeated across the country nearly every weekend as amateur competitors show up

for the 3,000 amateur races the AMA sanctions each year.

So imagine how cool it would be if you could skip the lines and paperwork, swipe your AMA card through a card reader like the one you use to pay at the pump at your local gas station, then get straight to racing your motorcycle?

Here's the good news: That kind of 21st century convenience is on the way, through a new AMA program designed specifically to handle the tens of thousands of members who race.

Beginning with the start of the 2007 season, the AMA will offer a new Competition Membership that costs the same as a regular AMA membership, but is designed to better meet the unique needs of amateur racers.

Competition Members will receive a new Racing Credential in place of a regular AMA membership card. Not only will

it identify you as an AMA Competition Member, but it will also include a magnetic strip on the back that works

just like the ones on your credit cards, containing information such as your name, address and AMA number.

This new Racing Credential is a key part of introducing special benefits for racers. For example, beginning in '07, participating promoters will let you skip the long lines and endless forms at sign-up for the convenience of a card reader. Just swipe, pay your entry fee and you're in.

No, this convenient sign-up procedure won't be available everywhere immediately. But it's coming, and so is an entire line of new AMA programs and services.



What You Need to Do Now

You might not be as fast as Mat Miedin or Ricky Carmichael, but chances are that you enjoy racing just as much as they do.

So, just as Mat and Ricky have credentials that show their status as AMA professional racers, you can qualify for an amateur AMA Racing Credential that will do the same for you.

Here's how:

Wait until you receive your AMA membership renewal notice. If you plan to start racing in 2007 before your current membership expires, don't worry—you can still sign up to race using your existing AMA card. You cannot obtain the release form and send it to us mid-year, separate from your membership renewal.

About two months before your expiration date (you can find it printed on your card), you'll receive a renewal package in the mail. Inside, you'll find a standard AMA renewal form, plus annual release forms for both adult or minor racers.

If you're not a competitor—if you just ride on the street or in dual-sport events—just fill out the standard renewal form like you always have.

If you're an amateur competitor, you'll need to take a look at the release forms in the package. Adult racers should read the appropriate form and sign it in the presence of a notary public (see "Notary Tips,"

at right). Then send that form back along with your renewal application and payment.

If you're classified as a minor in your state (ask your parents if you're not sure), you must sign the Acknowledgement of Risk, and your parents or legal guardian must read and sign the minor annual release form in the presence of a notary. Then send the forms back to the AMA with your renewal notice and payment.

Your Racing Credential will be sent after the AMA receives your signed and notarized release form with your renewal membership dues.

If you are a current multi-year AMA member whose membership does not run out in 2007, you will be mailed an annual release form. Read, sign, notarize and return this form to the AMA to receive your Racing Credential. This only applies to multi-year memberships that do not expire in 2007.

If you are an AMA Life Member, you will be mailed an annual release form to return. Once you read, sign, notarize and mail it back, the AMA will identify you as a Competition Member and send you a Racing Credential.

Still have questions? No sweat.

Detailed instructions, downloadable forms and more information are available at www.AMADirectlink.com.

"To thrive and grow going forward, we need to provide new levels of service to our event organizers and racers," says Douglas Neubauer, AMA vice president

in charge of amateur racing. "We've been working hard toward that goal, and we're proud to announce that the first phase of this comprehensive upgrade in the way that we serve racers and organizers is ready to roll out."

There's one critical component of this new Competition Membership you need to be aware of right away: an annual liability release form that you need to sign, get notarized and return to the AMA.

Every AMA Competition Member (this does not affect members who don't enter AMA events or participate only in AMA road-riding or dual-sport events) will need to submit one of these forms.

You should receive annual release forms in your renewal package when your current membership expires (see "What You Need to Do Now," above). There are



separate release forms for adults and minors. These forms are similar to the ones racers—and their parents or legal guardians in the case of minors—currently have to fill out and sign at every race.

By submitting this notarized release just once when you renew your membership, you make it possible for us to eliminate separate release forms every time you go to a race. Again, that's the goal, although we recognize that it won't happen everywhere right away.

But we can't offer the new services without a notarized annual release on file from you, so that will be a requirement to participate in AMA-sanctioned amateur

from AMA-sanctioned motocross races, those results are added to the website's Results Center.

Want to find your results? Go to www.AMADirectlink.com, click on "AMA Sports" on the left, then select "Results Center" under Resources.

All you need to do is enter your name or AMA number and click "Go." If your promoter has submitted results to the AMA, you'll find your name listed, and clicking it will give you a page of your reported finishing positions. Better yet, those finishing positions are linked to the full results for each submitted event.

Again, this is a new program, so we

Notary Tips

What's involved in getting your annual liability release form notarized? It may sound like a big legal deal, but it's actually pretty simple.

With proper identification (such as a driver's license) in hand, just visit a registered notary public's office and sign the form in the presence of the notary.

Where do you find a notary? Most personal banks, credit unions and currency exchanges offer notary services. You also can find notary publics listed in the phone book.



racers. Once we receive your renewal with your notarized release, you'll become an AMA Competition Member and receive your AMA Racing Credential.

2007 will be a transitional year for this new program. That means if your membership doesn't expire until after the racing season starts, you'll still be able to compete by showing your regular AMA membership card. However, you won't be able to take advantage of the new programs we're working on, and you will have to go through sign-up the old-fashioned way at each and every race.

What else have we got in store for amateur racers? How about the opportunity to check your racing results online, any time you want?

We've actually rolled out this new service for motocross racers during the 2006 race season, and you can check it out right now on the AMA website.

Every time promoters send in results

don't have all promoters on board yet. And for now it's limited to motocross racing, which is the biggest segment of our amateur-competition program. But even in its first year, this online results database already contains information from 254 promoters, about 953 motocross races and 38,479 individual racers.

Go ahead and check it out. You just might be in there. And as we expand the program in the future, it should eventually offer an instant snapshot of the season to

any AMA amateur competitor in any type of racing, searchable by name, AMA number, event or class.

Looking ahead, there are even more possibilities on the horizon, including a real timesaver: online race registration.

With your notarized annual release on file with the AMA, you'll be able to go online, select the event you want to race, and, if the promoter has the capability, complete your sign-up online, right down to paying entry fees with your credit card.

Then, on race morning, you'll swipe your Racing Credential in the promoter's card reader and that's it—you're racing!

Another benefit will be national advancement tracking. If you compete in motocross classes that advance you through the ranks on the basis of advancement points, you'll be able to check right where you—and all your racing rivals—stand in the national picture.

And of course, with advancement rankings available anywhere, your Racing Credential will eventually link right up to your class ranking, making it easier to sign up for the right class wherever you race.

It's cool stuff, and it all starts in 2007. Watch for all the pieces you need in your AMA membership renewal package. ●

Getting Hooked Up at the Races

Many racers join the AMA or renew their memberships at the racetrack. That will still be possible with the Competition Membership. And you'll still be able to race that day.

The AMA is sending race promoters Competition Membership packets that include everything you need to renew your expired membership or sign up for a new one.

You will have to sign liability release forms, just like you do now, to race at that day's event. But once you have submitted your notarized annual release form to the AMA, and received your new Racing Credential, you'll be set.

Keepin' It Real

82 signs you're a serious motorcyclist

Is your trip to work just another excuse to ride?

Have you ever seen your motorcycle odometer flip over 100,000 miles?

Are you the type of person who keeps your motorcycles in the garage while your cars stay out in the weather?

Of course you are. You're a motorcyclist. You live this stuff.

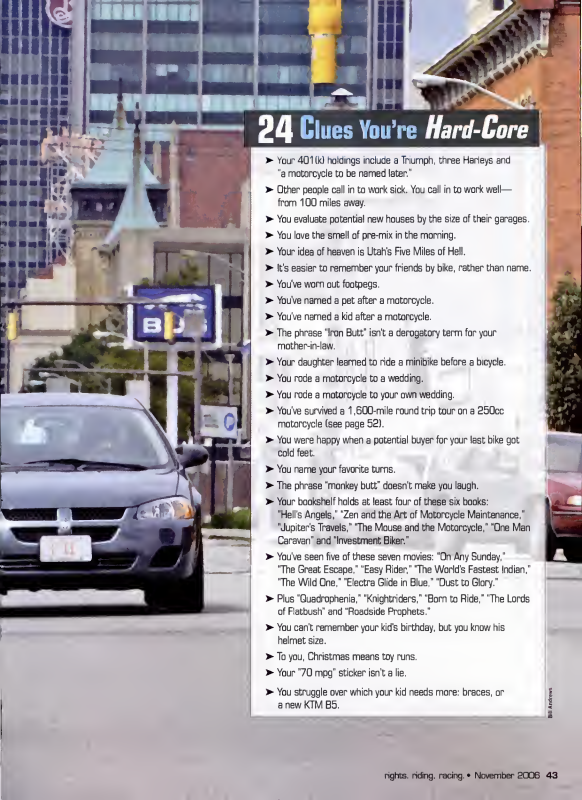
And here at the AMA, we understand. Our lives, like yours, revolve around riding. Like you, we realize that means the things we do may seem a little strange to non-motorcyclists.

But we don't care. In fact, we celebrate the difference. That's why we've come up with 82 signs that may show the world you're a hard-core rider.

Some of them are plain common sense—to us at least. Others may seem just a little fanatical.

But they all have one thing in common: They're the telltale signs that motorcycling is your No. 1 priority.





24 Clues You're *Hard-Core*

- Your 401(k) holdings include a Triumph, three Harleys and "a motorcycle to be named later."
- Other people call in to work sick. You call in to work well—from 100 miles away.
- You evaluate potential new houses by the size of their garages.
- You love the smell of pre-mix in the morning.
- Your idea of heaven is Utah's Five Miles of Hell.
- It's easier to remember your friends by bike, rather than name.
- You've worn out footpegs.
- You've named a pet after a motorcycle.
- You've named a kid after a motorcycle.
- The phrase "Iron Butt" isn't a derogatory term for your mother-in-law.
- Your daughter learned to ride a minibike before a bicycle.
- You rode a motorcycle to a wedding.
- You rode a motorcycle to your own wedding.
- You've survived a 1,600-mile round trip tour on a 250cc motorcycle (see page 52).
- You were happy when a potential buyer for your last bike got cold feet.
- You name your favorite turns.
- The phrase "monkey butt" doesn't make you laugh.
- Your bookshelf holds at least four of these six books: "Hell's Angels," "Zen and the Art of Motorcycle Maintenance," "Jupiter's Travels," "The Mouse and the Motorcycle," "One Man Caravan" and "Investment Biker."
- You've seen five of these seven movies: "On Any Sunday," "The Great Escape," "Easy Rider," "The World's Fastest Indian," "The Wild One," "Electra Glide in Blue," "Dust to Glory."
- Plus "Quadrophenia," "Knightriders," "Born to Ride," "The Lords of Flatbush" and "Roadside Prophets."
- You can't remember your kid's birthday, but you know his helmet size.
- To you, Christmas means toy runs.
- Your "70 mpg" sticker isn't a lie.
- You struggle over which your kid needs more: braces, or a new KTM B5.

17 Shopping Tipoffs

- When your spouse gets a set of golf clubs, you take that as a green light to buy a new Sportster.
- You have used at least one of these excuses to buy another bike: better mpg; it was the last one on the floor; lower payments than a car; demo deal!
- You once went to the dealership for a spark plug and came home with a bike.
- You buy work clothes based on how good they look with riding boots.
- You brag to the checkout girl about how many bags of groceries you can carry on your bike.
- You bought your first bike back from its fourth owner.
- You shopped for your four-wheeler based on how well your two-wheeler could fit in the back.
- At least once, you have purchased another motorcycle under the pretense that it's "for my spouse."



- At least once, you have bought a bike because you felt sorry for it.
- For you, tax-refund season means new-helmet season.
- You carry a set of tiedowns in the back of your truck—"just in case."
- You decided to take the practical approach to downsizing your bike collection through the "buy one, sell two" plan.
- You then abandoned the second half of that plan after implementing the first half.
- You can't help it. You can't pass a bike with a "For Sale" sign without at least hitting the brakes.
- Visiting a new city means buying a new dealership T-shirt.
- You buy maps based on how well they'll fit on top of your tankbag.
- Every time you buy motorcycle tires, you get a set of four.



9 Clues from the Workshop

- 1 Your bookshelf contains two service manuals from each bike you currently own, five service manuals from bikes you used to own and three service manuals from bikes you've never seen in person.
- 2 You built your own tire-changing machine.
- 3 You turn your knobbies around backwards to get more wear out of them.
- 4 You've spent at least three times the current value of your old bike to restore it.
- 5 You know you can fit six motorcycles in the space of one car.
- 6 You've carried a battery charger in your saddlebags.
- 7 You sold your motorcycle trailer to a friend so you can borrow it back when you need it.
- 8 The dirt under your fingernails never goes away.
- 9 You have to put Sta-bil in the gas in your car.





OFF-TRACK

CREDENTIALS

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TEE-SHIRTS, HOODIES, HATS, OUTERWEAR AND MORE... At the track, nothing says you're a race fan like all-access credentials. Take your sport to the streets with officially licensed AMA Pro Racing apparel and merchandise. You'll find tee-shirts, hoodies, hats, outerwear and more for guys and girls all online at www.amapro racing.com



AVAILABLE ONLINE AT WWW.AMAPRO RACING.COM OR THROUGH



8 Things You Found Out the Hard Way

- 1 You can ride approximately 3 feet with a disc lock still attached.
- 2 Under perfect conditions, you can ride 28.7 miles on reserve.
- 3 You can get another four-tenths of a mile if you then lean it waaaaay over on the petcock side.
- 4 You can push it a full mile after that if you need to.



6 Behind-the-Wheel Behaviors

- You hit your hand on the inside of the car door trying to wave at a passing motorcyclist.
- As you come to a stop, you reach out for the clutch with your left hand.
- You point out road debris to your fellow four-wheeled road users.
- You use hand signals to communicate with back-seat passengers.
- You always wait and check for late-crossing traffic after the light turns green.
- You lean into turns.

5 Page 58 of your service manual is missing, and the grease stain on page 83 means that you have to guess at the torque spec on the clutch cover bolts.

6 Your speedometer error must be more than 10 percent because no flashing red lights came on when you failed to notice the cop till the last minute.

7 The previous owner didn't include the underseat toolkit.

8 With a little effort on your part, your bike can be ridden all the way back home after the clutch cable breaks.

MAKING DEMOCRACY WORK FOR MOTORCYCLISTS



Are you tired of politicians not representing your views as a motorcyclist? Are you willing to do something about it? Whether you're a veteran lobbyist or just a concerned motorcyclist who wants to be heard on Capitol Hill, the American Motorcyclist Association's (AMA) "Washington, D.C. Ride Into Political Action" seminar is for you.

At this event, set for Feb. 24-27 at the Phoenix Park Hotel in Washington, D.C., you'll learn from the experts about the issues facing motorcyclists today. And you'll learn the ins and outs of working with members of Congress and federal agencies.

The seminar registration fee is \$99 and the registration deadline is Feb. 1. Seminar materials and some meals, including a Monday night dinner, are included. Space is limited, so act quickly. AMA membership is required.

To reserve a room, call the Phoenix Park Hotel at (800) 824-5419 or (202) 638-6900 or via the Phoenix Park website, www.phoenixparkhotel.com, under the "Book a Reservation" link. Use internet group code 27761 and be sure to mention the AMA Group #9074 to get the special rate. The room reservation deadline is Feb. 1.

Please refer to the four ways to register below and send in your registration information with payment today! For more information or to register by phone, contact the AMA's Sharon Smolinka at (614) 856-1900, Ext. 1252.

* Rooms will be available at the group rate beginning Friday Feb. 23, 2007.

BY E-MAIL: ssmolinka@ama-cycle.org (614) 856-1900
BY PHONE: (614) 856-1900
BY FAX: (614) 856-1920
BY MAIL: 13515 Yarmouth Dr., Pickerington, OH 43147
 The \$99 registration fee will be refunded if you cancel before Feb. 11, 2007.
 Please make check payable to AMA.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: () _____ Email: _____ AMA# _____

MasterCard, VISA, American Express or Discover# _____ Exp. Mo/Yr: _____

Cardholder Signature (required) _____

HERE'S A QUICK LOOK AT THE AGENDA:

SATURDAY: The seminar kicks off in the evening with a brief nuts-and-bolts session for those who are new to lobbying. A "welcome" reception and orientation for all participants follows.

SUNDAY: You dive into the world of government and politics. You learn about state, federal and global issues, and the ongoing efforts of motorcyclists to influence your issues on Capitol Hill.

MONDAY: The seminar moves into high gear. Discussions focus on building relationships with lawmakers, officials, and working with federal agencies. A special guest will be on hand at lunch. The day's discussions wrap up with how to deliver your message to congressional offices. A dinner follows.

TUESDAY: This is the payoff day when you put your new skills into practice. After a brief refresher session, you head off to talk with members of your own congressional delegation. Then you take part in a debriefing session, before learning how to strengthen lobbying efforts in your own state.



7 Clues on the Road

- You'll ride 300 miles of interstate just to reach 11 miles of twisty road.
- You set out on a 12-hour day only to end right back where you started.
- You pick your hotel based on the willingness of the clerk to let you park under the covered registration area.
- When you have to travel by plane, you'll check your laptop, but not your helmet.
- You go to a rally and never actually get to the rally.
- Your favorite road doesn't lead anywhere.
- You wait to eat until the sun goes down so you can get more seat time.

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10 Signs Around the House

- 1 You brake-check other family members in the rush to dinner.
- 2 You know how to get an oil stain out of beige carpeting—before your spouse gets home.
- 3 You don't own a T-shirt that isn't from a bike shop.
- 4 You think an Aerostich suit is formal wear.
- 6 You always back your truck into the driveway because, hey, you never know when you'll need to load up and hit the trails.
- 7 The tan lines on your face match your goggles.
- 8 You have more money invested in riding gear than work clothes.



- 9 In an emergency, you know how many motorcycles would fit in your dining room.
- 10 You've warmed engine cases in the oven and cooled crank bearings in the freezer.

16 Ways You Know You're a True Race Fan

- You plan your vacation time around the Daytona 200, the Springfield Mile and Glen Helen.
- Your top tourist attractions include Du Quoin, Illinois; Birmingham, Alabama; Washougal, Washington; Oregonia, Ohio; Hurricane Mills, Tennessee; Anaheim, California; Crawfordsville, Indiana; and Wendover, Utah.
- Mother's Day means Hangtown.
- Las Vegas means the Supercross finale, the U.S. Open and the AMA Las Vegas Invasion. (Got your tickets yet?)
- Your idea of an exotic island vacation is the Isle of Man.
- You own at least three of the following: safety wire pliers, a rear-wheel stand, a fork seal driver and a quick-fill fuel system.
- You own more sprockets than wheels.
- When it rains at the track, everyone else goes home and you get a better spot along the fence.
- The first 10 minutes of your Monday work day are spent surfing for weekend race results.
- To you, 4 means Ricky Carmichael or Chris Carr, 17 means Miguel Duhamel and BO means Rich King.
- You got married at a racetrack.
- Your kids are named Ricky, Mat and Springer.
- You actually like the taste of track dogs.
- You rode an Eddie Lawson Replica before Kawasaki sold one.
- You remember your anniversary because you were married the same day Bob Hannah won his last championship.
- You have racing T-shirts older than your kids.



AMA NEWS

MEMBERS

International Motorcycle Shows Get Dirty

As more than a half million people learned last winter, the Cycle World International Motorcycle Shows presented by Toyota

assembled in conjunction with the AMA's Motorcycle Hall of Fame Museum. The centerpiece will be a traveling version of

the custom sportbike scene. The new Custom Sportbike Showcase will feature unique custom creations. In addition, the ever-popular Big Twin Showcase will return, featuring custom cruisers and choppers from famed builders across the country.

The main attraction, of course, remains the same: the largest gathering of next year's motorcycles you'll find anywhere, with 17 manufacturers displaying their wares. Expect to see motorcycles, scooters and ATVs from Aprilia, BMW, Buell, Ducati, Harley-Davidson, Honda,

exhibitors will be represented.

Returning to this year's shows is the "Ball of Steel" Freestyle Stunt Show, along with "Big Toe," billed as the world's tallest motorcycle at 7½ feet tall.

In addition, the two shows in Texas and the two in California will also include demo rides on new bikes, so you can actually get a feel for what you're thinking of buying in 2007.

The 2006-'07 schedule kicks off with the Phoenix show in November and ends in Atlanta in February, when the Amp'd Mobile AMA Supercross



Dirty or street, you'll find it here.

are a great place to see next year's new motorcycles, plus gear and accessories for all kinds of riding.

All that will be back this season, but you'll also find an expanded emphasis on off-road attractions.

New this year will be the Motocross Showcase,

"Motocross America," the Museum's current main exhibit, telling the story of the most popular form of motorcycle racing in the United States through historic and contemporary motocross bikes. Also new for the 2006-'07 shows is the ATV/Outdoors Showcase, which focuses on sport and recreational ATVs, plus aftermarket parts and accessories.

"The new showcases broaden the appeal of the shows even more," says Ryan Marshall of Advanstar, the company that produces the events. "The shows are for everyone. It's not just streetbikes. It's the whole motorcycling family."

Of course, another area of motorcycling that's particularly hot right now is

Extras for AMA Members

AMA members get special deals at all Cycle World International Motorcycle Shows presented by Toyota:

- Show your membership card when you buy tickets and get a coupon good for a \$1 refund at the AMA booth.
- Sign up for special giveaways for AMA members only at the booth.
- Extend your AMA membership by three years at the show and get a free copy of "Motocross America," the 220-page, full-color catalog of the Motocross America exhibit at the Motorcycle Hall of Fame Museum (or buy the book outright for a discounted \$10).

Husqvarna, Kawasaki, Moto Guzzi, MV Agusta, Piaggio, Star, Suzuki, Ural, Vespa, Yamaha and Victory.

The Factory Showcase also features the newest parts, accessories and clothing from a range of companies. In all, more than 800

Series comes to town.

Tickets range from \$12 to \$15 for adults, depending on the venue, and \$5 for children at all 13 shows. Most shows open Friday afternoon and run through Sunday. Info: www.motorcycleshow.com.

International Motorcycle Shows

Nov 3-5 Phoenix, AZ

Nov 10-12 Houston, TX

Nov 17-19 Fort Worth, TX

Dec 1-3 Seattle, WA

Dec 8-10 Long Beach, CA

Dec 15-17 San Mateo, CA

Jan 5-7 Novi, MI

Jan 12-14 Washington, D.C.

Jan 19-21 New York, NY

Jan 26-28 Cleveland, OH

Feb 2-4 Minneapolis, MN

Feb 9-11 Chicago, IL

Feb 23-25 Atlanta, GA

RELIVE IT

DVD Captures Women's Conference

Women from all over the United States and beyond attended the Fourth AMA/FIM International Women & Motorcycling Conference this summer. And now you can enjoy the conference through a DVD available from Solitude Ranch Communications.

"A World of Adventure," the official DVD of the conference, costs \$15 plus \$5 shipping and can be purchased at www.womenridersnow.com. Just click on the ad for the DVD at the top of the web page. Phone orders can be placed at (406) 333-4491.

In addition, one of the conference attendees is offering a motorcycling journal just for women.

Kelly Patterson McGrath has created the Diva Rider Daily Journal, designed to allow riders to record their rides, thoughts and goals. The book also includes thought-provoking daily quotes, tips on riding and bike care, places to record favorite stops and shops, a calendar and a name and address directory.

Patterson's company, Diva Rider Wear, also produces a line of women-specific clothing. For info on the journal or other products: www.divariderwear.com.



Get Back Issues Online

Looking for a past issue of American Motorcyclist magazine?

There's an easier way than sorting through your overflowing magazine pile. The full text of every issue of American Motorcyclist since January 2004 is available online in the Members Only section of the AMA website. Just go to www.AMADirectlink.com and click on the Members Only tab at the top. Then log in using your AMA number and your ZIP code.

Presto! All the magazine stories you need, with none of the hassle.

In Memoriam

Deceased AMA members will be listed upon timely notification from friends or family that includes a copy of the newspaper obituary. Notification should be sent to: In Memoriam, American Motorcyclist magazine, 13515 Yermouth Drive, Pickerington, OH 43147.

For details on making a memorial donation to the Motorcycle Hall of Fame Museum, contact the Museum staff at (614) 856-2222.

The Association takes note of the passing of these AMA members:

- Roy Francis Burke, 86, Portland, OR; AMA Life Member, 2004 Hall of Fame inductee, 1947 Class A National Hillclimb Champion, motorcycle dealer
- Tom Castagnola, Sr., 79, Sebastopol, CA; AMA Life Member, long-time member of Old Coats on Scoots and Northbay Motorcycle Club
- Michael Grats, 68, Buzzards Bay, MA; AMA Life Member
- Whit Hemingway, 90, Webster City, Iowa; AMA Life member, former hillclimb and enduro racer, former AMA referee
- Glenn Jordan, Jr., 71, Ft. Meyers, FL; AMA Life Member, former racer
- Roy Riddle, 58, Albion, IN; AMA Life Member, AMA District 15 vice president

You Ask...

Q: I have my complete set of annual AMA member pins except for a couple of years I lost. How can I replace the ones I'm missing?

A: Membership Services Supervisor Darcel Higgins responds: The easiest way to fill in your collection is to order individual pins on the AMA website.

Just go to www.AMADirectlink.com and click on the Gift Shop tab in the left menu. Annual pins are available for \$2 each, along with patches, stickers, shirts and other items.

If you can't order online, call AMA Membership Services at (800) AMA-JOIN to place your order.

RACING IN PARADISE

ISDE Rolls into New Zealand

Want to witness racing history in one of the world's coolest locales?

Then this year's Maxxis International Six Days Enduro, set for November 14-19 in Lake Taupo, New Zealand, is for you.

Travel there with AMA Tours, and you can spend a week watching Team USA try to win the World Trophy from the defending Italian team. Plus, you



can enjoy one of the planet's most diverse ecosystems, where towering mountains share space with lush forests and scenic beaches.

The ISDE course itself, laid out mostly through dense pine forest that includes such extremes as calm, clear blue lakes and the fury of Huka Falls, will be one to remember.

So why not be there for it? To see this once-in-a-lifetime event, contact AMA Tours at (800) AMA-JOIN, ext. 1190, or visit www.AMADirectlink.com. Additional event info is at www.isde06.com.

CRASH COURSE

Dangerous Assumptions

My lesson started with me on my hands and knees on the racetrack infield, wondering what went wrong.

I had just taken the biggest hammering of my life. My bike was lying on its side, parts and broken plastic were everywhere, my glasses were gone and my leathers looked like they went through a Veg-O-Matic.

This, of course, isn't supposed to happen at a track day. A track day isn't racing. It's not about pushing to the limit. It's about having fun and honing skills. But I made a mistake.

In my case, I was on the right side of the track on a straight, setting up for a left turn while quickly gaining on a slower rider to my left. He was barely a blip on my radar, as I expected to be well past him before I entered the turn.

Maybe that's why I wasn't prepared when he moved right into my path. I hit him at more than 90 mph and literally pushed his bike down the straight.

My first response was to be angry and blame the other guy for not holding his line. How could he make such a bonehead move?

In the days since, however, I've had time to rethink things. And now I realize maybe it wasn't all the other guy's fault. Because while one of the track day rules is "hold your line," another is that the person making a pass is responsible for doing it safely.

My real problem was that I assumed what the other rider would do. When I was wrong, I didn't have enough cushion. Had I backed off, we both could have continued on and had a great day.

The lesson? Making assumptions, and not preparing for the unexpected, can get you hurt.

Denny Thrush
Wapakoneta, OH

Got a lesson? E-mail crashcourse@ama-cycle.org; or send to: Crash Course, AMA, 13515 Yarmouth Drive, Pickerington, OH 43147. For the nearest rider-education course, call the Motorcycle Safety Foundation at (800) 448-9227.



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DISPATCH

From the First Trip

The Invisible Eclipse

By David Hertinger

The first motorcycle tour I took was one I call the "invisible eclipse tour."

It was March 1970, and I rode my 1968 Suzuki X6 Hustler from Ohio to Florida to see a total eclipse of the sun.

My friend, Tom, and I had been amateur astronomers since junior high, and the eclipse would be viewable from Tallahassee, where he was attending Florida State University. It was all the excuse I needed.

The Hustler was a six-speed, 250cc oil-injected two-stroke. With its sleek metallflake blue fiberglass racing-style tank and seat, and a glorious chrome front fender, it may not have been the ultimate touring machine, but there was no other bike like it.

It didn't take long for the tour to get interesting. The old bridge I took from Cincinnati to Covington, Kentucky, had a deck made of metal grating, and when the bike began wiggling erratically on its narrow tires, I made the mistake of looking straight down. The view through the grate of a barge moving along the river 70 feet below created the momentary illusion that I was jumping the Ohio.

It also created a moment of panic. I drifted across the centerline before a car horn brought me to my senses and I swerved back.

As I climbed up the long Pine Mountain grade at the Tennessee state line on I-75, I rode into dark, chilly clouds.

The fog cut visibility, and I slowed to a crawl. Good thing, since a row of orange cones emerged from the fog, forcing me to the left. My jaw dropped at what I saw next: A section of the right lane had slid down the mountain!

Shaken by the experience, I managed to make it the rest of the way to Florida unscathed.

Unfortunately, the solar eclipse turned out to be a total bust. Thick cloud cover obscured the sky as Tom and I joined

hundreds of other would-be eclipse watchers in a local high school football field. It got very dark, but our only glimpse of the sun's corona came from a portable TV bringing images from sunny South Carolina. Bummer!

The next day, I jumped back on the bike for the return trip. The disappointment of the invisible eclipse was made worse by a steady downpour, plummeting temperatures and the Hustler's board-like seat. While trying to light a can of Sterno to warm my hands at a rest area, I was shivering so badly that a Boy Scout leader cooking lunch for his troop took pity on me and filled me with hot chocolate.

As nightfall approached, I left the interstate and headed into the Appalachian Mountains near Cleveland, Tennessee, where my map showed a National Forest campground. The gate was closed, but I was wet, broke and desperate to get warm. So I rode through a gap in the fence and pitched my pup tent by bike headlight.

Miserable, sore, damp and shaking, I



climbed into my sleeping bag. I slept like a log, though, waking only after the late-morning sun had burned the frost off the tent.

By the time I arrived home that evening, I had almost no feeling in my feet or knees, I could barely shift gears, and was shivering so badly I couldn't talk or walk.

But it didn't matter. I had survived a 1,600-mile round trip on a 250cc motorcycle. I was a real motorcyclist!

minutes behind the sticks of this thing and set the world record? I can't believe it. But the toughest part for me wasn't the run, it was the wait."

There are just two hours left in the meet, and all three teams are winners. Akatiff and Robinson broke a 16-year-old record. Manning and Carr broke it again. And Wheeler set the fastest single run of the event.

It's a storybook ending to an amazing week, right?

Wrong. The story's not quite over yet. An hour before noon, there's a sudden flurry of activity in the Akatiff pits.

The problem wasn't the shaft after all. It was the chain leading to it that broke. The crew is slamming to get a replacement installed. The clock ticks.

At 11:31 a.m., with just 29 minutes left, Akatiff pulls the streamliner out of the pits, heading for mile zero as fast as he can tow the trailer.

He reaches the start with 20 minutes to go. Manning is there, with his machine ready, just in case. He's got the first spot in line, but he graciously lets Akatiff cut in ahead of him.

"The chance of it holding together is next to nothing," Akatiff tells him. "But we're ready to go."

"You go ahead, Mike," Manning says. "Just leave me some time if I need to go after you."

The Akatiff streamliner is lowered to the salt. Manning paces. If Robinson notches a fast time, it's not clear whether



Denis Manning and Chris Carr.

Carr will have time to launch.

"Who says you can't gamble in Utah!" Manning says.

Carr climbs into the red No. 7 machine, while Robinson is closed into the Ack Attack. It looks like the start of the world's fastest drag race.

Robinson launches with 12 minutes to spare. He babies the clutch, trying to get the rear tire hooked up, then accelerates. He shifts to second, then third.

All heads turn down the track. All, that is, except Carr's. He's sitting in the No. 7, his eyes closed. He's focusing, working through a run in his mind.

Ultimately, he doesn't have to go.

The quest for a third world record in one week dies quietly four miles out. One of the Ack Attack's motors suddenly stops cold, shearing the drive chain, and tying up the shaft. The streamliner coasts to a stop.

"I think we finally hurt 'er," Robinson says.

"At least we gave it everything we had," Akatiff says. Still, he's happy with his team's efforts. "We did what we came to do. We set the record. I always said if we did that, I'd just park it and let someone else chase it for a while. I didn't think the chase would only last a day, though. Looks like the fun's over."

At mile zero, Manning and Carr spray each other with champagne. For them, the fun—finally—has begun. ●

For a report on the successful runs for AMA national records at this year's speed trials, see www.AMADirectlink.com and next month's magazine.



It's a fact:

Alcohol affects your riding skills—so ride straight.

Riding a motorcycle takes coordination, balance and, most important, good judgment. Alcohol, more than any other single factor, can rob you of your ability to think clearly and ride safely. Ride Straight.





PODIUM

COMPETITION

Carmichael Gets His 10th!

Is this guy the best ever, or what?

Ricky Carmichael sealed another chapter of his legendary career at the Binghamton, New York, round of the AMA Toyota Motocross Championship, when he locked up his 10th AMA Motocross title—the 15th AMA national championship of his professional career.

RC clinched the title with four individual motos left on the calendar—one of the earliest points in the season a rider has ever secured the title.

"It's been a great career," said Carmichael, who announced his partial retirement from the sport before the outdoor season started.

"I had the opportunity to race against some great riders like Jeremy McGrath—the best Supercross racer ever. You have to know when your time is, and I'm happy with what I've



accomplished in my career," he said.

Carmichael backed up the Binghamton win with another victory two weeks later at the Steel City Raceway in Delmont, Pennsylvania, winning both motos.

The Steel City win was Carmichael's ninth of the year, but it also turned out to be his last. Kawasaki's James

Stewart, the only other rider to win a Motocross class overall in 2006, won the season-ending event at Glen Helen Raceway in California, when Carmichael crashed in the first moto and sat out the second.

Chances are Carmichael won't defend or pursue another title, but he won't disappear. The 26-year-old from Havana, Florida, has a three-year contract with American Suzuki to continue racing in selected events and help nurture up-and-coming riders in the Team Suzuki ranks.

"We've been really fortunate, and we've made our own luck and done really good as a team," Carmichael said.

"That's what it takes at this level. Now I'm just looking forward to racing for fun and putting on some good shows for the fans," he said.

Go Ahead, Look It Up: RC rules

Type "dominance" in Google, and you're likely to get a link to Ricky Carmichael's personal website.

In 10 years as a professional, Carmichael has become the most dominant rider ever in American motocross. He was named AMA Motocross Rookie of the Year in 1996, and logged his first full season in 1997, when he won the 125 Motocross Championship. Since then, he has won a championship every season and has never failed to defend a title when he

was able to ride the entire season.

Also impressive: Carmi-

chael has won on three brands—Kawasaki, then Honda, then Suzuki—and his dominance spans eras. He has won titles on the

four-stroke racebikes that have become popular in the last couple of years.

He's the only rider in AMA motocross with an undefeated season at the sport's top-level—a feat he accomplished an astounding three times, in 2002, 2004 and 2005.

He has won 70 AMA Motocross overalls, 46 AMA Supercross main events, 26 AMA Motocross Lites overalls and 12 AMA Supercross Lites main events.

The sport may never see another like him.



Ricky Carmichael

chael has won on three brands—Kawasaki, then

two-stroke machinery he grew up on, along with the

SUZUKI'S FIRST...

Johnson Takes Title

AMA Flat-Track has a new champion and, funny thing, he's not riding a twin.

American Suzuki's Jake Johnson overcame a first-turn crash to finish ninth at the final round, the Springfield, Illinois, Short Track, to win the inaugural AMA Ford Quality Checked Grand National Singles Championship.

Going into the final race, the title was anything but a lock for the 22-year-old from Franklinville, New Jersey.

Although he led the points battle, Joe Kopp, Henry Wiles, Johnny Murphree and J.R. Schnabel all had a shot.

"Joe Kopp was fast all day long in practice, so that didn't make me feel too confident," Johnson said. "Unfortunately for him, he had a few bad starts and missed the main, so that took



a little pressure off, but it also reminded me just how weird things can get at a short-track race."

And they would get weirder for Johnson during the main event, when a crash threatened to end his night and leave Wiles—the only other championship contender who made the main—to claim the title.

Luckily for Johnson, his Ronnie Brown-tuned RMZ450 wasn't too badly damaged, and he was able to make the restart and cruise to the championship. Wiles finished the night in third, putting him 13 points back for the title.

Johnson was near the top of the standings all year. He was second to Bryan Smith after the opening two rounds in Daytona in March. He then trailed Joe Kopp after the Springfield TT. Johnson finally broke through to the series lead after winning at Castle Rock in August.

FIRST-YEAR WONDER

Villopoto, Alessi Battle for Lites Crown

The prize: The 2006 AMA Toyota Motocross Lites Championship.

The contest: 11 rounds of the most intense racing on the planet, going down to the last round at Glen Helen Raceway in San Bernardino, California.

The key players: Two past AMA Horizon Award winners—Monster Energy/Pro Circuit Kawasaki's Ryan Villopoto and KTM's Mike Alessi.

The drama: Rookie Villopoto was facing his former nemesis, Alessi, who dominated the younger Villopoto in the amateur ranks.

Often showing the

raw speed of a race winner, but not the consistency of a champion, Villopoto hadn't locked up the title despite



bringing five overall wins into the final round at Glen Helen.

But Alessi remained in the hunt despite just one win all year.

The result: Villopoto bagged the title with a 1-1 at Glen Helen. Alessi went 2-2, finishing 35 points behind his rival, with 448 to Villopoto's 483.

Smith Gets His First; Coolbeth Takes the Lead

While the GNC Singles title became crystal clear after the Springfield Short Track, the Springfield Mile only made things more interesting in the Grand National Twins Championship.

With one more GNC Twins round to go after Springfield—the Charity Newsies event in Columbus, Ohio—Ken Coolbeth held the points lead, with 135, at presstime. Jared Mees was second with 126, and defending Grand National Champion Chris Carr was just one more point back in third.

Coming into the event, Carr was out front with a 4-point lead on Coolbeth and a 12-point cushion over Mees.

But while Coolbeth took over the lead for the championship in Springfield, the day belonged to Bryan Smith, who topped the field for his first career GNC Twins main event win. Smith won his first GNC Singles main this year at the Daytona season opener at Municipal Stadium.

"This is a dream come true. It probably won't sink in for a few days," Smith said. "I first came here when I was about 6 and watched Scott Parker running around, and I knew then I wanted to win this thing."



Mladin Keeps Hope Alive

At Mladin doesn't go down easy. So, despite being 29 championship



points down on his Yoshimura Suzuki teammate, Ben Spies, heading into the next-to-last AMA Superbike round at Road Atlanta, the defending champion fought harder than ever.

The result? Two Mladin wins in two nearly identical 25-lap main events.

In each race, Spies grabbed the early lead, while Mladin fought back from one of his typical poor starts to cut through the pack, pass Spies (who was struggling with a broken bone in his right hand), then build a solid

lead before the checkered flag.

The two wins gave Mladin four in a row. Although the momentum has clearly shifted, it has come just as Spies has been forced into conservative mode with his big points lead and injury.

"The weekend went exactly how we wanted it to," said Spies, who goes into the final Mid-Ohio round needing a 13th or better to lock up the title. "Now we can go to Ohio, and if everything works out...try to seal this thing."

Hacking Gets Two Titles

Although the premier AMA Superbike class is going down to the last round, Yamaha's Jamie Hacking has allowed no such suspense in the Pro Honda Oils Supersport presented by Shoei and Repsol Lubricants Superstock classes, both of which he has dominated this year.

Hacking secured his second title of 2006 with a wire-to-wire triumph in the Road Atlanta Superstock race—his sixth win in the class this season.



That came on the heels of his Supersport title, which he sealed two weeks before Road Atlanta at the Virginia International Raceway round.

Hacking is only the second racer ever to win both classes. Doug Polen accomplished the feat in 1988.

"It hasn't been done in 20 years, and it could be another 20 years (before it happens again)," Hacking said. "It just shows how well I've ridden, and it shows how well my guys have prepared my bikes to make the switchover as easy as possible."

Ward Controls Supermoto

SLIDING IN CHARGE

When you take control of a race series, it's always nice to do it with a little style.

And that's exactly what Troy Lee Designs' Jeff Ward has done in the AMA Supermoto Championship, winning three out of four races in one weekend in Colorado to leap into the points lead.

Even better for Ward, in the one race where he finished second, he still beat his championship rival, Doug Henry, who crossed the line in third.

"It was nice to beat Doug every race here. That's what I needed to do," Ward

said. "But last year, I had a great points lead, too, and I lost it. Unless I have over 25 points going into that last moto, I still haven't won it yet."

With three rounds left, Ward has 300 points to Henry's 278.

Ward's best ride of the weekend came in the final race, run on a drying track.

Ward led early, while Henry and teammate Mark Burkhardt fought for the No. 2 spot with KTM's Kurt Nicoll.

By the time the Yamaha riders broke away from the rest of the field, Ward was gone.

Series Snapshot

Featured Race: Denver, CO
Round: 7 of 10
Points: 1. Jeff Ward, 300;
2. Doug Henry, 278;
3. Chris Fillmore, 243.





WOODS MASTER

Salminen Bags Another

Two years, two titles.

That was the goal KTM set for Finnish multi-time world enduro champion Jukka Salminen when the company brought him over to race the AMA Grand National Cross Country series starting in 2005.

At the Yadkin Valley Stomp GNCC in Yadkinville, North Carolina, Salminen officially delivered. After an early threat from Am Pro Yamaha's Barry Hawk and FMF/Suzuki's Glenn Kearney, Salminen broke away from the contenders to seal another win.

Although Hawk managed to beat Salminen straight up twice before the mid-season break, the KTM rider has gone mostly unchallenged in GNCCs. Since he came over in 2005, Salminen has won 17 of 23 events.

The Yadkin Valley event also doubled as a round of the AMA National Hare



Victory Circle

Top finishers in premier
AMA Racing events

AMA Toyota Motocross Championship Presented by FMF

Broome-Tioga Sports Center, Binghamton, NY; Aug 20:
Motocross: 1. Ricky Carmichael, SUZ; 2. James Stewart, KAW; 3. Kevin Windham, HDN. Motocross Lites: Broc Hopley, SUZ.

Steel City Raceway, Delmont, PA; SUZ: 1. Ricky Carmichael, SUZ; 2. James Stewart, KAW; 3. Kevin Windham, HDN. Motocross Lites: Broc Hopley, SUZ.

Glenn Helen Raceway, San Bernardino, CA; Sep 10:
Motocross: 1. James Stewart, KAW; 2. David Millsaps, HDN; 3. Travis Preston, HDN. Motocross Lites: Ryan Vilopoto, KAW.

AMA Motocross Championship points (final): 1. Ricky Carmichael, 539; 2. Kevin Windham, 407; 3. David Millsaps, 400. Motocross Lites: Ryan Vilopoto.

AMA Superbike Championship Presented by Parts Unlimited

Virginia International Raceway, Alton, VA; Aug 18-20: Superbike 1: 1. Mat Mladin, SUZ; 2. Ben Spies, SUZ; 3. Neil Hodgson, DUC. Superbike 2: 1. Mat Mladin, SUZ; 2. Aaron Yates, SUZ; 3. Miguel Duhamel, HDN.

Supersport: Jamie Hacking, YAM. Superstock: Eric Bostrom, YAM. Formula Xtreme: Eric Bostrom, YAM.

Road Atlanta, Braselton, GA; Sep 1-3: Superbike 1: 1. Mat Mladin, SUZ; 2. Ben Spies, SUZ; 3. Aaron Yates, SUZ. Superbike 2: 1. Mat Mladin, SUZ; 2. Ben Spies, SUZ; 3. Aaron Yates, YAM. Supersport: Jamie Hacking, YAM. Superstock: Jamie Hacking, YAM. Formula Xtreme: Joshua Hayes, HDN.

AMA Superbike Championship points (10 of 11 rounds complete): 1. Ben Spies, 625; 2. Mat Mladin, 605; 3. Miguel Duhamel, 496. Supersport: Jamie Hacking. Superstock: Jamie Hacking. Formula Xtreme: Josh Hayes.

AMA Ford Quality Checked Flat-Track Grand National Championship

Peoria Motorcycle Clubgrounds, Peoria, IL; Aug 20: Singles TT: 1. Henry Wiles, HDN; 2. Johnny Murphree, HDN; 3. Glen Schnabel, YAM.

Illinois State Fairgrounds, Springfield, IL; Sep 2-3: Singles Short Track: 1. Chris Carr, KTM; 2. Ken Coolbeth, HDN; 3. Henry Wiles, HDN. Mile Twins: 1. Bryan Smith, H-D; 2. Rich King, H-D; 3. Ken Coolbeth, H-D.

AMA GNC points: Singles (final): 1. Jake Johnson, 107; 2. Henry Wiles, 94; 3. Joe Kopp, 86. Twins

(10 of 11 rounds complete): 1. Ken Coolbeth, 135; 2. Jared Mees, 126; 3. Chris Carr, 125.

AMA Supermoto Championship

Mile High Stadium, Denver, CO; Aug 26-27: Supermoto Race 1: 1. Jeff Ward, HDN; 2. Doug Henry, YAM; 3. Chris Fillmore, HDN. Supermoto Race 2: 1. Jeff Ward, HDN; 2. Doug Henry, YAM; 3. Mark Burkhardt, YAM. Supermoto Lites: 1. Cassidy Anderson, HDN. Supermoto Unlimited: 1. David Baffeleuf, HSQ.

AMA Supermoto points (7 of 10 rounds complete): Supermoto: 1. Jeff Ward, 300; 2. Doug Henry, 278; 3. Chris Fillmore, 243. Supermoto Lites: 1. Cassidy Anderson. Supermoto Unlimited: 1. David Baffeleuf.

AMA Hillclimb Championship Presented by Pace American

Bushkill Valley Motorcycle Club, Steel City, PA; Sep 10: 600 Class: 1. Rodney Williams, H-D; 2. David Watson, HDN; 3. Tiger Strank, YAM. 540 Class: 1. Jeff Thomas; 2. David Watson, HDN; 3. Tiger Strank, YAM.

AMA Hillclimb points (6 of 7 rounds complete): 600 Class: 1. David Watson, 71; 2. Tiger Strank, 62; 3. Ryan Thibault, 51. 540 Class: 1. Tiger Strank, 70; 2. David Watson, 66; 3. Jeff Thomas, 63.

Scrambles series, where KTM's Robbie Jenks is holding off Nathan Kanney.

In Yadkinville, Jenks earned 15 championship points, while Kanney struggled, adding only 5 points to his title bid.

With two rounds to go and a maximum of 30 points up for grabs at each race, that puts Jenks in a comfortable spot with a 59-point lead over his Yamaha-mounted rival.

THIS BALANCING IS NOT AN ACT

Aaron Wins Trials Title

So what if history has no precedent? Geoff Aaron went ahead and rode to a 10th AMA/NATC National Trials Championship anyhow.

The Gas Gas pilot secured the title with conservative fourth- and fifth-place finishes at the final round of the series, held near Providence, Rhode Island.

The doubleheader round capped another stellar season for Aaron, who took four of eight rounds to win the series by 28 points. Sherco rider Cody Webb beat out Bruce LeRiche for the runner-up spot, with Webb finishing 3-2 to LeRiche's 5-4.

Still, the same event that saw Aaron make history also may have provided a glimpse of the future.

It wasn't Aaron, but Wisconsin's 16-year-old Patrick Smage who excelled on the tough and slippery course to win both days of competition and notch his first-ever wins.

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COMPETITION

CLOSED COURSES, LESS TIME-KEEPING

New Era for National Enduros

This year's Mosquito Classic AMA National Enduro ushered in a new era in this specialized style of racing, one of the oldest forms of organized off-road competition in the world.

The Harrison, Michigan, event was the first enduro in which the newly formed National Enduro Promoter Group used a new start control and closed-course format that will be the rule in all the events making up next year's AMA FMF Racing National Enduro Series.

The changes, which do not apply to events that aren't part of the national championship, are designed to make enduros more accessible to a broader range of off-road riders and increase the visibility of the series.

"Over the past 10 years, the National Enduro Series has seen a steady decline in numbers, and we felt like it was time to make a change," said AMA Off Road Manager Chuck Weir.

Unlike most other forms of off-road competitions, enduros aren't out-and-out speed contests. Riders must stick to a predetermined time schedule through the

woods. In the past, there was a penalty for arriving at a checkpoint either early or late.

One of the changes with the new rules is the use of what's known as a "start control" format at all timed checkpoints.

Start controls don't penalize riders for arriving early and essentially eliminate the need for riders to buy and use special timekeeping equipment that can intimidate many potential enduro riders.

In addition, Weir notes that running the events on closed courses will play a big role in increasing the appeal of enduros. In the past, enduros included road segments that required all machines to be street-legal and all riders to be licensed.



Steve Gertman

Hillclimb Amateurs Chase National Titles

It's official. Hillclimbing is hereditary. That's one obvious conclusion from the 2006 AMA Amateur Hillclimb Championships, put on by the Indianhead Motorcycle Club in Red Wing, Minnesota.

The Cipala family rode to multiple class wins on the 310-foot, four-stage hill.

The show was stolen by Todd Cipala, who won the 750cc class, finished second in both the Open and 600cc classes, nailed down the coveted Fast Time award (a 6.069-second run on Day two) and was named the AMA Veteran Hill Clamber of the year.

Todd's son, Logan Cipala, also did his part, winning the 85cc Junior Mini class

and earning the title of fastest youth rider of the entire event.

On Day two, Greg Dunbar took over the lead in the 600cc, while Chuck Neinfeldt's first-day run of 6.428 seconds proved fast enough to win the Open class. Duane Walser took the Senior class win and Jessica Prebe took the Women's class.

For full results and more from the 2006 AMA Amateur Hillclimb Championships, visit the club's website at www.indianheadmc.org.



Jessica Prebe

May Nelson

SPEED THRILLS

Catch the Last Drag

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We're talking about AMA Prostar drag racing, of course, where Top Fuel racers can reach 245 mph in less than 6 seconds on a quarter-mile.

Leading the points race in the series premier class this year is six-time champion Larry McBride, who finds himself in the rare role of underdog after Jimmy Brantley took the title in 2005.

The final event of the '06 season takes place November 3-5 at the Gainesville Raceway in Gainesville, Florida. Info: www.amaprostar.com.



Jimmy Brantley

Racing On TV

Oct. 10 - Nov. 15 Times vary. Networks often modify schedules. Times in color are live or close by.

AMA Superbike

Date	Time	Network	Location
Oct. 28	1 PM	ESPN2	Portsmouth (PA)
Oct. 28	2 PM	ESPN2	Stennis (MS)
Oct. 28	3 PM	ESPN2	Rockingham (NC)
Oct. 28	4 PM	ESPN2	Rockingham (NC)
Oct. 28	5 PM	ESPN2	Laguna Seca (CA)
Oct. 28	2 PM	ESPN2	Mid-Ohio (OH)
Oct. 28	3 PM	ESPN2	Virginia International Raceway (VA)
Oct. 28	4 PM	ESPN2	Rockingham (NC)
Oct. 28	5 PM	ESPN2	Mid-Ohio (OH)

AMA Vintage Motorcycle Days

Date	Time	Network	Location
Oct. 28	4:30 PM	ESPN2	Rocky Mt.
Oct. 28	4:30 AM	ESPN2	Rocky Mt.
Oct. 28	7:30 AM	ESPN2	Rocky Mt.
Oct. 28	7:30 AM	ESPN2	Rocky Mt.

FM Road Racing

Date	Time	Network	Location
Oct. 15	12:30 PM	ESPN2	Portland (ME)
Oct. 15	12 PM	ESPN2	Portland (ME)
Oct. 15	1 PM	ESPN2	Portland (ME)
Oct. 15	2 PM	ESPN2	Portland (ME)
Oct. 29	2:30 PM	ESPN2	Volcano (HI)
Oct. 29	4:30 PM	ESPN2	Volcano (HI)
Oct. 29	12 PM	ESPN2	Volcano (HI)
Oct. 29	1 PM	ESPN2	Volcano (HI)
Nov. 1	2 PM	ESPN2	Volcano (HI)

BNCCs

Date	Time	Network	Location
Oct. 14	3 PM	ESPN2	Tyler Valley (North Carolina)
Oct. 14	3 PM	ESPN2	Tyler Valley (North Carolina)
Oct. 14	3 PM	ESPN2	Pennsylvania Park (PA)
Nov. 1	3 PM	ESPN2	Pennsylvania Park (PA)
Nov. 4	3 PM	ESPN2	Coastal (New York)
Nov. 15	3 PM	ESPN2	Coastal (New York)
Nov. 15	3 PM	ESPN2	Coastal (New York)

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How to Lower Your Taxes

Lower your 2006 income taxes by making a gift to the Motorcycle Hall of Fame Museum by December 31, 2006. There is no easier way to earn a 2006 year-end charitable deduction. Remember, your envelope must be postmarked by midnight on December 31 for your gift to qualify as a 2006 donation.

Charitable giving is, of course, more than just tax brackets and deductions. Your gift to the Museum, no matter the size, makes an important difference in what we are able to accomplish and is greatly appreciated.

Send in your donation today or contact the Museum for additional information.



614-856-2222 or info@motorcyclemuseum.org



There are anti-motorcycling forces at work everywhere, every day. So we need your help to protect your right to ride, whether it's fighting bike bans or land closures.

You can band together with like-minded motorcyclists in your area to battle threats to motorcycling, and the AMA will be there to help you all the way. Join an AMA Community Council in your area, or form one of your own.

The future of motorcycling is in your hands. For information on AMA

Community Councils, contact Terry Lee Cook, AMA grassroots manager, at (614) 856-1900, ext. 1288; e-mail tcCook@ama-cycle.org; or write: Terry Lee Cook, AMA, 13515 Yarmouth Dr., Pickerington, OH 43147.



rights. riding. racing.



It's Vegas, Baby!

See the stars at the AMA Las Vegas Invasion

Want to rub elbows with the biggest stars of AMA Racing? You'll get your chance at a unique weekend in November when two year-end awards banquets

Even better? It all goes down in Las Vegas, the party capital of the universe, November 17-19.

This year's Las Vegas invasion will

evening will climax with the announcement of the AMA Speed Athlete of the Year.

Tickets are \$125 and include hors d'oeuvres and dinner. For info, call (614) 856-1900, ext. 1232.

Other AMA champions get their time in the spotlight two nights earlier, when the best AMA amateur, Pro-Am and All-Terrain Vehicle Association racers are recognized Friday, November 17, also at the Rio. For info, call: (614) 856-1900.

In addition to the banquets, the Las Vegas Invasion includes one of the most amazing spectacles in motorcycle racing: the Maxxis Endurocross. Set for Saturday, November 18, in the Orleans Arena, the race is part Supercross, part enduro and part observed trials that must be seen to be

believed. For info:

www.endurocross.com.

Special room rates are available at the Rio hotel if you book before October 16. For reservations, call (888) 746-6955 and say you're there with the AMA.



will honor the champions of AMA amateur and professional racing.

These gala events give fans the chance to buy a ticket, eat dinner and hang out with racing heroes as they are honored by the AMA and their fellow competitors.

be capped by the AMA's Pro Racing Banquet Sunday, November 19, at the Rio All-Suite Casino. The banquet honors the heroes of AMA Motocross, AMA Supercross, AMA Superbike, AMA Flat Track, AMA Supermoto and AMA Hillclimb. In addition, the

A Whole Lotta Love

It's arguably the absolute granddaddy of one-day charity motorcycle fundraising events.

The Love Ride, set for Sunday, November 12, in Glendale, California, is so huge that by the time the first bike finishes the 40-mile ride, the last bikes haven't even pulled out of the starting parking lot.

Last year, more than 20,000 riders got together to raise a record \$1.45 million for charity, bringing the

total to \$18.75 million for the ride's 22-year history.

But it's more than just about raising some dough for important causes. It's also a great time on a bike. Starting at Harley-Davidson/Buell of Glendale, California, and ending at a concert, barbecue, and trade show at Castaic Lake, the Love Ride is known for its celebrity participation and top-of-the-line entertainment.

Led by Grand Marshal Jay



Leno, and honorary Grand Marshals Peter Fonda and Robert Patrick, participants will be treated to a concert by the Black Crowes and

The Fried Brothers when they reach the lake.

If you're in SoCal, you need to be there. Info: www.loveride.org.

Supermoto Gets Royal Treatment

One of the great things about AMA Supermoto racing is the variety of courses the pros face throughout the year as the series travels among urban environments.

But they've saved one of the best for last: the November 5 finale slated for Long Beach, California, at the Queen Mary.

Billed as a "100 mph beach party," the racetrack uses much of the asphalt around the famed cruise liner that is a showpiece of Long Beach harbor, along with a dirt section next to the beach itself.

AMA Supermoto stars such as Jeff Ward, Doug Henry, Jürgen Kunzel and Mark Burkhart will battle to the checkered flag over a course that includes dirt,

pavement and the urban-cross obstacles that define the Supermoto experience.

But the pros won't have all the fun.

Kicking off the weekend will be the AMA/Nasimoto Amateur Supermoto Grand National Championship Finale on November 4, which will showcase the best amateur AMA Supermoto racers in the country vying for national recognition.

Get more info at: www.troyleedesigns.com and www.ama-supermoto.com.



Your Guide to Events

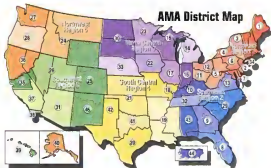
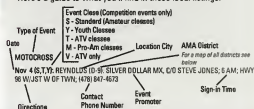
Looking to go riding, racing or spectating this month? You've come to the right place.

On the following pages, you'll find the complete AMA calendar for November, featuring this month's events out of the more than 4,000 road rides and races the AMA sanctions each year.

The biggest events—pro races, national-championship amateur competition, plus rides and rallies that are part of the AMA Premier Touring Series—are highlighted in color boxes. For these series, we list all of the remaining events for the entire year.

Then there are the local events, the backbone of the AMA's riding and racing calendar. We sanction 83 different types of road and competition events for riders of all types. These events are listed by state, so you can quickly find the ones near you.

Here's a guide to what you'll find in these local listings:



GET OUT AND RIDE

Last Chance for Dual Sport

For sheer grins, it's tough to beat the AMA Suzuki National Dual Sport Series.

Not only do you get to enjoy relaxed, competition-free riding over paved roads, gravel byways and the occasional hero section through the woods, but you get to do it with a couple hundred of your closest friends.

And as the season winds down, there are still several events in late October and November to put a memorable caper on your year:

- October 14-15: McArthur, Ohio: Enduro Riders Association, www.enduroriders.com.
- November 11-12: Jenkins, New Jersey: Meteor MC, www.meteormc.com.
- November 11-12: Study Butte, Texas: Trail Riders of Houston, www.trh-cycle.org.
- November 24-25: Los Angeles, California: District 37 Dual Sport, www.district37ama.org.



November Calendar of Events

CALIFORNIA

ROAD EVENTS

ROAD RUN

NOV 18: SIMI VALLEY (O-37); SOUTHERN CA MOTORCYCLING, C/O JO ANNE GAMBLE; 8 AM; (714) 775-8246

TURKEY RUN

NOV 12: SAN JOSE (O-38); DIST 38 ROAD RIDER DIVISION, C/O BRUCE COLBEURM; SAN JOSE DON MC; (408) 972-4456

COMPETITION

SCRAMBLES

NOV 24 (S, T, Y); LUCERNE VALLEY (O-37); 2 DAY EVENT: DIST 37 SPORTS COMM, C/O BILL HOWELL; 8 AM; JOHNSON VALLEY OHN/WHY 247 AT CAPROCK RD; (909) 944-3279

MOTOXROSS

NOV 5 (S); TULARE (O-35); VINTAGE; AHRMA, C/O DAVE LAMBERT; 7 AM; TULARE CYCLE PK; (615) 851-3674

NOV 25 (M, T, Y); SAN BERNARDINO (O-37); STATE CHAMP: 2 DAY EVENT; GLEN HELEN RCWY INC, C/O LORI BRYANT; 8 AM; GLEN HELEN RCWY/18955 VERDEMON RANCH RD/1-215 N TO PALM AVE EX, (909) 880-3090

HARE SCRAMBLES

NOV 4 (S, Y); RANCHO CORDOVA (O-38); 2 DAY EVENT: DIRT DIGGERS NORTH MC, C/O ED SANTIN; 6 AM; PRAIRIE CITY SVRA/HWY 50E TO PRAIRIE CITY RD/S TO WHITE ROCK; (931) 679-7402

NOV 18 (S, Y); WILSEYVILLE (O-36); 2 DAY EVENT 2+2 RACING TEAM, C/O ROBERT HOLMES; 7 AM; SCHAAD RANCH/HWY 26 TO RAILROAD FLAT RD; (209) 838-7678

NOV 26 (S,Y): CLEAR LAKES (DAKID-36); P & D PROMOTIONS; C/D PETE FRANCINI; 7 AM; HWY 20; (408) 249-4336

ENDURO

NOV 12 (S,Y): LUCERNE (D-37): FOUR ACES MC, C/D RICHIE WOLTERS; 6 AM; JOHNSON VALLEY HWY 247 S OF VICTORVILLE; (805) 573-5126

NOV 12 (S,Y): UPPER LAKE (D-36): HAYWARD MC CLUB; C/D JIM DONAHUE; 7:30 AM; MIDDLE CREEK CMPG/END; US 101 N TO HWY 20 E; (925) 629-0904

NOV 12 (S,Y): STONYFORD (D-36): VALLEY CLIMBERS MC, C/D STEVE FREITAS; FOUTS SPRINGS 9 MI W OF TWIN; (707) 687-1292

NOV 19 (S,Y): STONYFORD (D-36): RICHMOND RAMBLERS MC, C/D MARC DEMARCO; FOUTS SPRINGS 9 MI W OF TWIN; (510) 787-3208

OBSERVED TRIALS

NOV 4 (S,Y): LA PORTE (D-36): 2 DAY EVENT: SACRAMENTO PITS, INC, C/D LAURA GALBREATH; (530) 753-2519

NOV 19 (S,Y): LAKE ISABELLA (D-37): VALLEY OBSERVED TRIALS EN, C/D TOM COLE; 6 AM; KEYESVILLE DR/VIN OF HWY 178 ON HWY 155; (714) 954-0581

SPEEDWAY

NOV 4 (S,Y): NOV 18 (S,Y): VICTORVILLE (D-37): WHEEL 2 WHEEL ROWY, C/D STEVE EVANS; SAN BERNARDINO CD FRGNDS/1-15 EX ROGERS; (310) 305-9418

GRAND PRIX

NOV 4 (S,Y): GORMAN (D-37): 2 DAY EVENT: PROSPECTORS MC, C/D DON ODERKSEN; OFF ROAD AREA/OFF 1-5; (310) 322-3612

DUAL SPORT/TRAIL RIDE

DUAL SPORT RIDE

NOV 4: RIDGECREST (D-37): 2 DAY EVENT: COUNTDOWN, C/D JERRY CUNTS; 2 AM; LODGE PINE; (770) 684-0399

NOV 24: SAN BERNARDINO (D-37): NATIONAL 2 DAY EVENT: DIST 37 DUAL SPORT Q/V, C/D PAUL FLANDERS; 6:30 AM; (626) 792-7384

CONNECTICUT

COMPETITION

ENDURO

NOV 5 (S,Y): THOMPSON (D-18): TRI-STATE TRAIL RIDERS INC, C/D DUNCAN BROTH; 7 AM; W THOMPSON DAM/1-395 EX 99; (860) 928-1977

DELAWARE

ROAD EVENTS

ROAD RUN

NOV 4 WILMINGTON (D-7): CHARITY: ABATE OF NEW CASTLE COUNT, C/D CAROL HODPER; 10 AM; BANNING PK; (302) 378-3701

COMPETITION

MOTOCROSS

NOV 5 (S,Y): NEW CASTLE (D-7): BLUE DIAMOND MX, C/D ALAN OCARLO; 6 AM; BLUE DIAMOND PK RT 13 & HAMBURG RD; (302) 834-5857

HARE SCRAMBLES

NOV 19 (S,Y): NEW CASTLE (D-7): DELAWARE ENDURO RIDERS, C/D CHARLES STAPLEFORD; 7 AM; BLUE DIAMOND PK RT 13 & HAMBURG RD; (302) 834-4411

FLORIDA

ROAD EVENTS

ROAD RAN

NOV 5: SARASOTA (D-4): CHARITY: PEDIATRIC BRAIN TUMOR FIGHT, C/D MIKE TRAYNOR; 7:30 AM; SARASOTA CO TECH INSTITUTE/4748 BENEVA RD; (888) 253-4530

NOV 12: PALM BAY (D-4): CHARITY: MARCH OF DIMES-FL DRIFT, C/D WANDA SPEIR; 10 AM; SPACE COAST HARLEY/1-95 & PALM BAY; (321) 833-3047

AMA Pro-Am

AMA Pro-Am Motocross Championship Series

www.AMADirectlink.com/events
Oct 21-22: Bremen, GA: Bremen Race Park; (770) 537-0219
Oct 28-29: Pell City, AL: Mill Creek MX; (205) 699-8857

Arenacross

www.AMADirectlink.com/events
Oct 15: Las Vegas, NV: Live Nation; (800) 216-7482

Drag Racing

www.AMADirectlink.com/events
Oct 14-15: Wildwood, NJ: New Jersey Hot Rod Assn; (609) 523-8051

Endurocross

www.endurocross.com
Nov 18: Las Vegas, NV: Pro Motion Motorsports; (541) 772-8150

Grand National Cross Country Series

www.gnccracing.com
Oct 21-22: Crawfordsville, IN: Racer Productions; (304) 284-0084

Motocross

www.AMADirectlink.com/events
Oct 14-15: Blountville, TN: Victory Sports Inc; (423) 323-5497
Nov 4-5: Ft Worth, TX: Village Creek MC; (817) 572-7713
Nov 5: Maple Hill, NC: Jacksonville MX Park; (910) 347-3925
Nov 25-26: San Bernardino, CA: Glen Helen Raceway; (909) 880-3090

AMA Premier Touring Series

General Touring

Jan 1-Dec 31: USA Four Corners Tour: Southern CA Motorcycling Assn, JoAnne Gamble; (714) 775-8246; www.sc-me.com

Jan 1-Dec 31: District 37 Grand Tour: Dist 37 Road Riders, Thomas Keyworth; (800) 955-6986; www.district37ama.org

Jan 1-Oct 31: Hug a Tree Grand Tour: Midnight Riders MC, Charlie Kirkman; (765) 566-3807

Oct 1-Dec 31: Polar Bear Run: Robert Hartpence; (609) 894-2941; www.polarbeargrandtour.com

Apr 1-Nov 30: Made in the USA Tour: American Motorcyclist Assn, Joey Funtjer; (614) 856-1900; www.AMADirectlink.com



POKER RUN

NOV 12: TAMPA (D-4): GOLDEN EAGLES MC INC, C/D CHARLES HILE; 9 AM; 9901 HENDERSON RD/CNR LINEBAUGH & HENDERSON; (813) 920-4074



COMPETITION

SCRAMBLES

NOV 4 (V,Y): CLEWISTON (D-4): SWFTW INC, C/D SANDRA DESTRICE; 7:30 AM; BIG CYPRESS SEMINOLE TRIBE MC; (239) 348-8822

MOTOCROSS

NOV 20 (S,Y): NOV 21 (S,Y): GAINESVILLE (D-4): UNLIMITED SPORTS INC, C/D WYN KERN; GATORBACK CYCLE PK; (407) 654-6431

NOV 22 (S,Y): GAINESVILLE (D-4): UNLIMITED SPORTS INC, C/D WYN KERN; 7 AM; GATORBACK CYCLE PK; (407) 654-6431

NOV 22 (S,Y): GAINESVILLE (D-4): UNLIMITED SPORTS INC, C/D WYN KERN; GATORBACK CYCLE PK; (407) 654-6431

NOV 23 (S,Y): GAINESVILLE (D-4): UNLIMITED SPORTS INC, C/D WYN KERN; 7 AM; GATORBACK CYCLE PK; (407) 654-6431

NOV 24 (S,Y): NOV 25 (S,Y): GAINESVILLE (D-4): UNLIMITED SPORTS INC, C/D WYN KERN; GATORBACK CYCLE PK; (407) 654-6431

DRAG RACES

NOV 3 (M): GAINESVILLE (D-4): 3 DAY EVENT: AMA/PROSTAR, C/D DEBBIE KIZER; 9 AM; GAINESVILLE RCWY; (256) 852-1101

GEORGIA

COMPETITION

SHORT TRACK

NOV 11 (S,Y): WASHINGTON (D-4): VINTAGE ATLANTA MC CLUB; 11 AM; ADONIA PASS MX/HWY 78 S OF TWIN; (770) 867-1676

MOTOCROSS

NOV 12 (S,Y): WASHINGTON (D-4): VINTAGE ATLANTA MC CLUB; 8 AM; ADONIA PASS MX/HWY 78 S OF TWIN; (770) 867-1676

ILLINOIS

COMPETITION

MOTOCROSS

NOV 4 (S,Y): NOV 5 (S,Y): MASON (D-17): CROSSROADS MX, C/D NADINE OR RAY 14 MI S OF EFFINGHAM OFF HWY 45; (618) 688-7289

Rio Baby!

THE 32ND ANNUAL AMA PRO RACING *Championship Banquet*

RIO ALL-SUITE HOTEL & CASINO, LAS VEGAS
SUNDAY, NOVEMBER 19, 2006

The 2006 AMA Pro Racing Championship Awards Banquet at The Rio in Las Vegas will honor the best of AMA Championship Racing. See the champions and top riders from AMA Supercross, Motocross, Superbike, Flat Track, Supermoto and Hillclimb. Plus, be there when the 2006 AMA Pro Racing SPEED Athlete of the Year is announced. For more information or to order tickets visit www.amaproracing.com/banquet.

ALSO, DON'T MISS

**4th Annual
AMA Sports Banquet**
Friday, November 17, 2006
at The Rio
400+ National Champions
www.amadirectlink.com
for more info

HOSTED BY



Jamie Little



Todd Harris



Stay connected at www.amaproracing.com/banquet

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- **DAYTONA BIKE WEEK**
March 6 - 10
- **RAISING ROUTE 66,**
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late July
- **CONQUER THE CANYONS,**
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- **CHASING THE COLORS,**
mid October

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C A L E N D A R

HARE SCRAMBLES

NOV 5 (S,T,Y): BELLEVILLE (D-10): BELLEVILLE ENDURO TEAM INC. C/O ED HOFFKIN; 8 AM; 3000 CENTERVILLE AVE/2 MI S OF TWIN ON RT 150; (818) 233-1318

NOV 5 (S,T,Y): CASEY (D-17): 2 DAY EVENT: LINCOLN TRAIL MOTORSPORTS, C/O BRENDA HOUSEL; 8:30 AM; 5 MI W OF TWIN ON RT 42; (217) 932-2041

NOV 12 (S,Y): OAKLEY (D-17): DIRT RIDERS INC. C/O JAY HALL; 8 AM; S OF ARGENTIA OFF I-72; (217) 789-0426

NOV 26 (S,Y): WHITE CITY (D-17): CHARITY, CAHOKIA CREEK DIRT RIDERS, C/O DAVID LAWYER; 8 AM; HWY 55 EX 44/RT 136; (217) 324-3128

DUAL SPORT/TRAIL RIDE

DUAL SPORT RIDE

NOV 4: BYRON (D-17): FOREST CITY RIDERS MC INC. C/O RYAN MOSS; 7:30 AM; CLUBGRNDS/TOWNLINE RD/L HWY/2 MI SW OF TWIN; (815) 624-6535

INDIANA

COMPETITION

MOTOCROSS

NOV 17 (S,T,Y): NOV 18 (S,T,Y): NOV 18 (S,T,Y): LAOTTO (D-15): INDOOR; MOTO-PIKE INC. C/O DONNA PERKOWSKI; 8 AM; 8485 MERCHANTS DR/SW CNR SR 205 & 2; (260) 357-6709

HARE SCRAMBLES

NOV 19 (S,Y): COLUMBUS (D-15): STONEY LONESOME MC. C/O BEN BREEDLOVE; 8 AM; BARTH CO. FRGRNDS/14001 W HWY 46, 8 MI W OF TWIN ON SR46; (812) 579-5606

ENDURO

NOV 4 (S): NEW PARIS (D-15): 2 DAY EVENT: RIDERS MC. C/O STEVE RICKETTS; 7 AM; NEW PARIS INDUSTRIAL PK/W OF SR 15; (574) 546-4868

GRAND PRIX

NOV 12 (S,T): MEDARYVILLE (D-15): LEISURE TIME GP INC. C/O DON BROWNING; 6:45 AM; CR 200 N/2 MI N OF SR 141 MI W OF SR 39; (317) 897-6232

KENTUCKY

COMPETITION

HARE SCRAMBLES

NOV 12 (S,T,Y): OWENTON (D-10): EAGLE CREEK PARK LLC. C/O JIM OR EVELYN; 9 AM; MASON LN/RT 22 TO FORTNER RIDGE TO CROSSROADS; (859) 472-3442

LOUISIANA

COMPETITION

MOTOCROSS

NOV 12 (S,Y): PLAIN DEALING (D-19):

Dual Sport

AMA Suzuki National Dual Sport Series

www.amadirectlink.com/amrace/2006/ds/index.asp

Oct 14-15: McArthur, OH: Enduro Riders Assn, Steve Barber; (614) 891-1369; www.enduroriders.com

Nov 11-12: Jenkins, NJ: Meteor MC, Brett Mutschler; (856) 772-2645; www.meteor-mc.com

Nov 11-12: Study Butte, TX: Trail Riders of Houston, Steve Smith; (281) 657-7676; www.trh-cycle.org

Nov 24-25: Los Angeles, CA: Dist 37 Dual Sport, Paul Flanders; (818) 249-2141; www.district37ama.org



CYPRESS CREEK CYCLE PK. C/O MIKE GROSJEAN; 8:30 AM; HWY 2W 5 MI FRM TWINL ON DUTCH JOHN RD; (318) 326-5803

MARYLAND

COMPETITION

MOTOCROSS

NOV 11 (S,T,Y): FREDERICK (D-7): EXTREME PRODUCTIONS, C/O ANNA CORBIN; 7 AM; FRGRNDS EVENTPLEX; (240) 826-1393

NOV 18 (S,T,Y): NOV 19 (S,T,Y): BUDDS CREEK MOTOCROSS PK. C/O JONATHAN BEASLEY; 8 AM; RT 301 S TO RT 234; (301) 475-2600

MASSACHUSETTS

DUAL SPORT/TRAIL RIDE

TRAIL RIDE

NOV 5 (S,Y): WRENTHAM (D-1): KING PHILIP TRAIL RIDERS, C/O JIM COPELAND; 7 AM; ARROWED FIRM 495 & 1-A; (508) 699-7761

DUAL SPORT RIDE

NOV 19: ASSONET (D-1): CHARITY: PILGRIM SANDS TRAIL RIDERS, C/O GORDIE COYLE; 8:30 AM; CLARKS FARM/91 HIGH ST/ARROW FIRM EX 9 ON RT 24; (781) 294-8355

MICHIGAN

COMPETITION

MOTOCROSS

NOV 5 (S,Y): MILLINGTON (D-14): BULLDOG RIDERS OF MILLING, C/O JOE MUMGER; 9 AM; 9099 BELSAV RD/1-75 BIRCH RUN EX/TO BELSEY RD; (989) 893-8072

NOV 11 (S,Y): NOV 12 (S,Y): BROWN CITY (D-14): FREELIN MX, C/O ANN KONARSKI; 7:30 AM; 8395 CARGILL RD/1-69 TO M-24 OR M-53N TO BARNES TO CARGILL; (989) 781-1301

NEVADA

COMPETITION

ENDURO

NOV 18 (M): LAS VEGAS (D-26): INDOOR; PRO-MOTION MOTORSPORTS, C/O MELINDA CLARK; ORLEANS HOTEL & CASINO; (514) 772-8150

NEW JERSEY

COMPETITION

MOTOCROSS

NOV 5 (S,T,Y): NOV 19 (S,T,Y): NOV 26 (S,T,Y): ATCO (D-2): ATCO MOTOCROSS PARK, C/O GARY FORTE; 7 AM; 1000 JACKSON RD/RT 534; (958) 769-6300

NOV 8 (Y): ENGLISHTOWN (D-2): PRACTICE ONLY; OLD BRIDGE TOWNSHIP RCWY, C/O RICHARD SCHMIDT; 11 AM; RCWY PK/NJ TPK EX 3,8,8A/OFF RTS 16,527,32; (732) 446-7600

NOV 12 (Y,Y): ENGLISHTOWN (D-2): OLD BRIDGE TOWNSHIP RACEWAY, C/O CHERYL BECK; RACEWAY PK/NJ TPK EX 3,8,8A/OFF RTS 16,527,32; (732) 446-7600

DUAL SPORT/TRAIL RIDE

DUAL SPORT RIDE

NOV 11: JENKINS (D-2): NATIONAL: 2 DAY EVENT: METEOR MC CLUB INC. C/O BRETT MUTSCHLER; 8 AM; WADING PINES CWP/END; (856) 772-2645

NEW YORK

ROAD EVENTS

ROAD RUN

NOV 5: MASSAPEQUA (D-34): CHARITY:

AMA Pro Racing

AMA Supermoto Championship

Oct 14:
Nashville, TN:
Music City
Motorplex;
(615) 726-1818
Nov 4: Long
Beach, CA:
Troy Lee
Designs



LEATHERNECKS MC INTL
NY CLUB, C/O PAUL
RUSSELL; 9:30 AM; MARINE
CORPS LEAGUE, RIDE TO VA
HOSPITAL IN NORTHPORT,
(516) 929-9512

NOV 5: BRONX (0-34):
"CELTIC MC CLUB, C/O DON-
ASH CHRISTIE; 8:30 AM;
CLUBS/4300 BULLARD AVE
/FALL FOLIAGE RUN; (212)
246-7891

TURKEY RUN
NOV 18: RONKONOMA (0-
34): CHARITY; IDONTKNOW
MC, C/O MOTHER MOSS; 10
AM; SKF MC
SUPERMARKET/E SIDE OF
LAKELAND AVE; (516) 220-
1969

COMPETITION MOTOCROSS

NOV 4 (S.T.Y.): YAPHANK
(0-34): ISLAND MOTOCROSS
-OF NY INC, C/O JOE OR
TAMMY MERRILL; 7 AM; RT

495 LIE EX 65/HORSEBLOCK
RD, (631) 924-2399

MUO & SNOW SCRAMBLES

NOV 12 (S.T.Y.): NOV 26
(S.T.Y.): HARPURSVILLE
(0-34) SQUARE DEAL
RIDERS, C/O ANDREW
BALMER, 9 AM; SDR
RCWY/VALLER RD/(1-88 EX 5;
(607) 759-8800

NORTH CAROLINA

COMPETITION

MOTOCROSS
NOV 5 (M.T.Y.): MAPLE HILL
(0-29): JACKSONVILLE MX
PK INC, C/O JOE BECKETT;
6 AM; (910) 347-3925

NOV 12 (S.T.Y.): RAEFORD
(0-29): WIDE OPEN MX PK
INC, C/O ROBBIE CURRIE;
3:00 PM; CHILDSOM RD/3 MI S

AMA Sports Off-Road Series

AMA/FMF Racing Enduro Series

www.ama-cycle.org/amrace/amasports.asp

Oct 29: Delaware City, DE: Delaware Enduro
Riders, Charles Stapleford Jr; (302) 834-4411;
www.delawareenduroriders.com

AMA Hare Scrambles Series

www.ama-cycle.org/amrace/amasports.asp

Oct 15: Eagleswood Twp, NJ: Meteor MC, Brett
Mutschler; (856) 772-2645; www.meteormc.com

AMA/FMF Racing Hare & Hound Series

www.ama-cycle.org/amrace/amasports.asp

Oct 22: Lucerne Valley, CA: 100's MC, Bill
Richardson; (909) 985-2242; www.100smc.org

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RACING IN 2007?

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American Motorcyclist Association



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OF TWIN 401 S OF TWIN/
2MI/CHILDSOM RD/1 MI R; (910) 624-5054

NOV 12 (S,T,Y): REIDSVILLE (D-28): BOXSTAR
SPORTS LLC, C/O CHAD LOUGH; ROLLING
HILLS CYCLE PK/US 156; (336) 346-0032

NOV 19 (S,Y): HENDERSON (D-28): KRUSTY
RIDERS ASSN, C/O MARK CZYSZ; NC
MTSPRITS PK/10 MI N OF LOUISBURG/1.5
MI W OF HWY 401; (919) 422-6740

OHIO

COMPETITION

MOTOCROSS

NOV 5 (S,T,Y): NOV 19 (S,T,Y):
HANDOVERTON
(D-12): SPRING VALLEY, C/O ERIC KLEIN; 7
AM, 1-77 TO 30 E/644 TO 518/L TO FOUNDRY
HILL RD/R; (330) 667-3281

NOV 12 (S,T,Y): NEWCOMERTOWN (D-12):
OHIO MOTOCROSS PRODUCTION, C/O TIM
BERNHARD; 9 AM; SCENIC HIGHLANDS/CR
5; (330) 544-8444

HARE SCRAMBLES

NOV 4 (S,T,Y): LITTLE HOOKING (D-11):
WILLOWOOD LAKE RCWY LLC, C/O KIM WIND-
LAND; 2352 WILLOWOOD LAKE RD/SR 50 TO SR

555 TO WELCH RD TO WILLOWOOD LAKE RD;
(740) 989-2866

NOV 5 (S,T,Y): REID (D-11): REID RCWY, C/O
HENRY SWARTZ; 7:30; 555 RCWY LN/SR 7
N/L DN CR 9/50NS; (740) 373-4363



NOV 11 (S,T,Y): (D-11): 2 DAY EVENT: ACTION
SPORTS PROMOTIONS, C/O DREW WOLFE;
(740) 594-6696

NOV 19 (S,T,Y): LOGAN
(D-11): HOOKING VALLEY MC, C/O CHARLES
KLINE; 9 AM; HVMC CLUB/ND/12945 JAKE TOM
RD/US 33 TO TWIN/EX RT 328/SGNS;
(740) 929-1173

NOV 25 (S,T,Y): DAYTON
(D-11): DAYTON MC CLUB INC, C/O DOUGLAS
VANN; 3515 STONY

HOLLOW RD/1-75/35 W/S GETTYSBURG RD/
L STONEY HOLLOW; (837) 263-9321

ENDURO

NOV 12 (S): GREENVILLE (D-11): TREACY CITY
MC INC, C/O DAN KNECHT; 7 AM; CLUB/ND/5
7270 MOTORCYCLE DR/3.5 MI NW OF TWIN
OFF SR 571; (837) 548-7197

ARENACROSS

NOV 17 (S,T,Y): NOV 19 (S,T,Y): NOV 19 (S,T,Y):
JACKSON (D-11): INDOOR; AMERICAN
MOTOSPORTS LLC, C/O MATT EASTMAN;
3 PM; HENDERSON'S ARENA CMPLX/SR 32
10 MI W; (837) 246-6297

OREGON

COMPETITION

HARE SCRAMBLES

NOV 18 (S,T,Y): BEND (D-28): 2 DAY EVENT:
LOBOS MC INC, C/O BILLY TOMAN; 7 AM;
CHINA HAT ATV AREA/HWY 20/MP 23/E OF
TWIN; (503) 233-1376

REL-ENDURO - ISDE

NOV 4 (S,Y): JACKSONVILLE (D-28): MOTOR-
CYCLE RIDERS ASSN, C/O DON FALLEGREEN;
7 AM; TIMBER MOUNTAIN JACKSONVILLE
RESERVOIR RD; (541) 899-6659

PENNSYLVANIA

ROAD EVENTS

POKER RUN

NOV 11: PARRYSVILLE (D-4): BLUCKER ENTER-
PRISES INC, C/O DENNIS BLOCKER; 10 AM;
5 MI E OF LEIGHTON ON RT 248; (610)
377-9440

TOY RUN

NOV 25: LEESPORT (D-4): CHARITY CLASSIC
HARLEY-DAVIDSON, C/O DOROTHY BASILE;
CLASSIC H-Q/2 MI N OF RT 222 ON RT 183;
(610) 916-7777

COMPETITION

MOTOCROSS

NOV 5 (S,Y): SHIPPENSBURG (D-4): DOUBLIN
GAP MX PK INC, C/O ROD YENTZER; 8 AM;
100 REASNDR LN/RT 81 EX 24 TO RT 696/V
6 MI N OF TWIN; (717) 249-6606

NOV 12 (S,Y): HANOVER (D-4): HAPPY
RAMBLERS, C/O SHERMAN NEWBERRY;
7 AM; 4340 HANOVER RD/RT 116/5 MI W
OF TWIN; (717) 633-7706

HARE SCRAMBLES

NOV 5 (S,T,Y): NOV 19 (S,T,Y): PINE GROVE
(D-4): OUTCHMEN MX PK, LLC INC, C/O

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7 MI TRACK ON L; (800) 268-9576

SOUTH CAROLINA

COMPETITION

MOTOCROSS

NOV 5 (S,Y): BISHOPVILLE (D-29): 1-20 MOTOR
SPORTS 1.5 MI S OF TWIN ON HWY 15; (803)
429-6528

NOV 26 (S,Y): CHESTERFIELD (D-29):
SANDHILL MOTORSPORT PARK, C/O JACK
HURST; 7 AM; 2 MI S OF HWY 94 MI SW OF
TWIN; (843) 623-2036

TENNESSEE

COMPETITION

HARE SCRAMBLES

NOV 12 (S,Y): BYBEE (D-32): JB SAK PROMO-
TIONS, C/O JOHN STRANGE; 7 AM; I-81
EX 125 MI S ON HWY 160/FLLW ARROWS;
(423) 623-6024

TEXAS

ROAD EVENTS

ROAD RALLY

NOV 2: GALVESTON (D-20): CHARITY: 4 DAY
EVENT: LONE STAR RALLY, C/O LARRY GOIRE,
8 AM; STRAND DIST/2100 STRAND; (281) 567-8800

NOV 10: LIBERTY (D-20): 3 DAY EVENT, BIKER

RALLIES OF TEXAS, C/O MIKE MURPHY;
8 AM; TVE FGRNDS/RUMBLE ON THE
RIVER/HWY 563 1 MI S OF HWY 90; (936)
334-0558

COMPETITION

MOTOCROSS

NOV 4 (M,T,Y): NOV 5 (M,T,Y): FORT WORTH
(D-41): VILLAGE CREEK MOTOCROSS P,
C/O TERRY OR CLAUDINE; 7 AM; 4840
SHELBY RD; (817) 572-7713

NOV 18 (S): NOV 19 (S): WORTHAM (D-41):
STATE CHAMP, FREESTONE CO RCVY;
C/O TONY MILLER 6 MI W OF STREETMAN;
(713) 880-5533

OBSERVED TRIALS

NOV 11 (S,Y): WIMBERLEY (D-20): CENTRAL
TEXAS TRIALS ASSN, C/O DON HUBBARD;
9:30 AM; 900 RANCHO MADRONE; (512) 576-4255

DUAL SPORT/TRAIL RIDE

DUAL SPORT RIDE

NOV 11: STUDY BUTTE (D-20): NATIONAL:
2 DAY EVENT: TRAIL RIDERS OF HOUSTON,
C/O STEVE SMITH; 8 AM; TERLINGUA
RANCH; (512) 657-7678

UTAH

COMPETITION

OBSERVED TRIALS

NOV 11 (S): ELBERTA (D-26): WASATCH
TRIALS ASSN, C/O DAMON NIELSON;
8:30 AM; HWY 6 W TO HWY 66 N/FLLW SIGNS

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Rapids, MI: Live

Nation; (800)

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Jan 12-14: Baltimore,

MD: Live Nation;

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VIRGINIA COMPETITION MOTOCROSS

NOV 4 (S,T,Y): NOV 5 (S,T,Y):
OANVILLE (D-13): WORLD
MOTOCROSS OF VA INC,
C/O KEN FERRELL: 6:30 AM;
BIRCH CREEK MOTOR-
SPORTS, US 58 NE/SR
729/1225 KENTUCK RD/12.5
MI ON I, (434) 836-2841

NOV 25 (S,T,Y): NOV 26
(S,T,Y): DISPUTANTA (D-13):
SOUTH FORK COMPETITION
PA, C/O CHARLOTTE LYTLE:
6:30 AM; SOUTH FORK
CMPTN PK/10 MIN S OF

PETERSBURG OFF
1-95 S, (804) 834-8731

GRAND PRIX

NOV 5 (S,T,Y): SPRING GROVE
(D-13): VIRGINIA CHAMP-
IONSHIP HARESCRAMBLES,
C/O RJ FADOIS: 7 AM;
(540) 980-7675

WASHINGTON COMPETITION MOTOCROSS

NOV 12 (S,T,Y): NOV 28 (S,T,Y):
PORT ANGELES (D-27):
OLYMPIC PENINSULA MC
CLUB, C/O TERRI PORTER: 7
AM; 1306 DEER PARK RD/12
MI W OF SEQUIM/HWY 101;
(360) 565-0303



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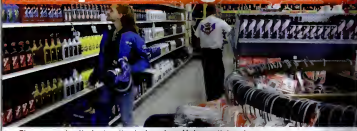


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1971 Titanium Husqvarna

A bike as trick as they got



When Swedish MX star Lars Larsson lined up on this bike for the 1971 Indian Dunes motocross race in Southern California, his competition thought he was on a regular Husqvarna.

But Larsson knew better. He was aboard one of the rarest machines in the history of American motocross: a 400cc Husqvarna with a frame made of titanium. And he used it to win both motos and dominate the Inter-AMA series support class that year.

"Of course, my fellow racers came around wondering what kind of Husky I had," recalls Larsson, who was instrumental in establishing Husqvarna in the U.S. and later went on to start Torsten Hallman Original Racewear, now known as Thor.

He told them: Hallman Racing had commissioned Pro-Fab to make a small run of light, strong and expensive titanium frames to accept Husky engines. Other weight-saving tweaks included titanium fork crowns, handlebars and axles. The fenders and seat base were thin plastic, the gas tank was aluminum, and various parts—including the brake

pedal and ignition cover—were drilled to lighten them further.

The result weighed in at an amazing 189 pounds, or 25 pounds lighter than a comparable production Husqvarna.

The machine helped Larsson win four of six rounds of the Inter-AMA motocross series.

"It was a dream to ride," Larsson remembers. "But what bike isn't when you're winning?"

Though legal when it was made, the frame was disallowed for the 1972 season by AMA officials, who feared titanium would escalate racing costs.

As it turned out, Larsson didn't need a trick bike to win. He went on to earn a gold medal at the 1971 International Six Days Trials, riding for the U.S. in Czechoslovakia, and he remained a top enduro rider through the '70s. He was inducted into the Motorcycle Hall of Fame in 2002.

His titanium Husky, refitted with a 250cc engine after the original 400cc motor was destroyed in a car crash, is on display as part of the Museum's "Motocross America" exhibit. ●

The Motorcycle Hall of Fame Museum

Classic features bikes that are, or have been, on display in the Motorcycle Hall of Fame Museum at the AMA in Pickerington, Ohio. The current exhibit is "Motocross America," which chronicles the rise of the sport. To find the Museum, take I-70 to exit 112 (Route 256) east of Columbus. Go south to the first stoplight (Route 204). Turn left, then left again at the second stoplight onto Yermoland Drive. The Museum is open 9-5 daily. Call for holiday hours. The Museum is operated by the American Motorcycle Heritage Foundation, a 501(c)(3), non-profit corporation. It receives support from the AMA and from motorcycling enthusiasts. For info, call (614) 856-2222 or visit www.motorcyclehalloffame.org. Consultation is provided by the Antique Motorcycle Club of America, P.O. Box 333, Sweetser, IN 46387.



CLASSIC Quick List

(as raced)

Engine
Two-stroke single

Transmission
Four-speed

Frame
Titanium

Rims
Sun alloy

Weight
189 lbs.

Owner
Lars Larsson



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